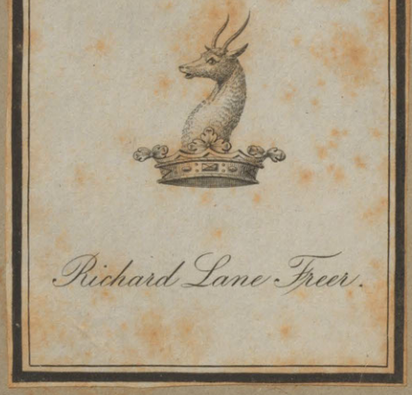


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THE

BRITISH DOMINIONS

IN

NORTH AMERICA;

OR A

TOPOGRAPHICAL AND STATISTICAL DESCRIPTION

OF THE PROVINCES OF

LOWER AND UPPER CANADA,

NEW BRUNSWICK, NOVA SCOTIA,

THE ISLANDS OF NEWFOUNDLAND, PRINCE EDWARD, AND CAPE BRETON.

INCLUDING

CONSIDERATIONS ON LAND-GRANTING AND EMIGRATION.

TO WHICH ARE ANNEXED,

STATISTICAL TABLES AND TABLES OF DISTANCES, &c.

BY JOSEPH BOUCHETTE, ESQ.,

SURVEYOR GENERAL OF LOWER CANADA, LIEUT. COLONEL C. M., VICE PRESIDENT OF THE LITERARY AND HISTORICAL SOCIETY OF QUEBEC, AND CORRESPONDING MEMBER OF THE SOCIETY OF ARTS, LONDON.

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Page 299, line 20, *for* 400 yards, *read* 400 feet.

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Page 182, line 16, *for* 1708, *read* 1713.

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THE

BRITISH DOMINIONS

IN

NORTH AMERICA

TOPOGRAPHICALLY DESCRIBED.

CHAPTER I.

Sketch of the History of the Province.—General Face of the Country.—Lakes and Rivers.

Nova Scotia was the name formerly given to all that immense tract of country bounded on the north by Lower Canada, on the east by the Bay of Chaleurs and the Gulf of St. Lawrence, including the Island of St. John, Cape Breton, and all the other islands on the coast, and on the west by the then New England provinces, and contained what has since been divided into the separate provinces or colonies of New Brunswick, Prince Edward's Island, Cape Breton, and Nova Scotia.

The province of Nova Scotia is an extensive peninsula, connected with the continent of North America by a narrow isthmus of only eight miles in width, between Bay Verte, in the Straits of Northumberland, and Cumberland Basin, at the eastern extremity of the Bay of Fundy. It is situate between 43° 25′ and 46° north latitude, and 61° and 66° 30′ longitude west, from Greenwich. It is bounded on the north by the Bay of Fundy, and by the boundary line extending from Cumberland Basin in Chignecto Bay, to the Bay Verte, which separates it from the county of Westmoreland in New Brunswick; on the east by the Gut of Canseau and the Gulf of St. Lawrence; and on the south and west by the Atlantic ocean. Its extreme length, from Cape Canseau

on the east to Cape St. Mary's on the west, is about 383 English miles; and its breadth varies from about 50 miles, at which it may be estimated from Chester to Black Rock Pier, to 104, which is its width from Bristol Bay to the head of Bay Verte. It contains about 16,000 square miles, or upwards of nine millions of acres.

Nova Scotia is supposed to have been discovered in 1497 by Cabot, then in the service of our Henry the Seventh. The French, under the Marquis de la Roche, were the first who attempted to form any settlement. He arrived with a number of convicts in 1598, and landed them on Sable Island, where the greater number perished, and the remainder were taken off the island and carried back to France. No farther settlement was attempted until 1604, when Messrs. De Monts, Champlain, and Petrincourt, and a number of volunteer adventurers, founded Port Royal, now Annapolis. De Monts acted as governor-general under a commission from the King of France, and he named the country (which included Nova Scotia, New Brunswick, and part of the state of Maine) *Acadia*. This little colony was destroyed in 1614 by the New Englanders, under Sir Samuel Argal, who transported the inhabitants to Canada, and cancelled and destroyed the patents granted by the French king. These transactions in Nova Scotia are memorable as the first instance of hostilities between Great Britain and France on the continent of North America, and which scarcely ever entirely ceased until, at the cost of infinite blood and treasure, France was stripped of all her possessions in North America by the peace of 1763.

King James the First, in 1621, granted Sir William Alexander, of Menstry, a patent to plant colonies in this country, named in the patent "*Nova Scotia*." Sir William despatched a party of settlers to take possession of the colony, who, on arriving, found that the country had been occupied by the survivors of the early French emigrants, and several others, who had settled since the destruction of Port Royal by Argal, whereupon they returned to England without effecting any settlement. Charles the First confirmed his father's grant to Sir William by patent dated July 12th, 1625, and reappointed him governor-general *. Sir Wil-

* On this occasion Charles the First founded the order of *knights baronets of Nova Scotia*, the primary object of which was, that each knight should contribute to the settlement of this

liam, subsequently, sent out an armament, under Sir David Kirk, or Kirtck, who in 1628 retook Port Royal; but the French settlement of Cape Sable still held out, nor did the English obtain complete possession of the country. Sir William Alexander, thus in a great measure disappointed in the result of this expedition, and having involved himself in considerable expenses in pushing forward his projects of colonization, conveyed, in 1629, a large section of his territories of Nova Scotia to Claude de la Tour *, under the title of *Sir Claude St. Etienne, knight, Seigneur de la Tour and Vuarses* †, creating him at the same time a baronet of Nova Scotia. Subsequently, by another patent in 1630‡, Sir William, in confirming the dignity of baronet to Sieur St. Etienne, the son of De la Tour, erected two baronies, one to be called the Barony of St. Etienne, the other the Barony of De la Tour, to be held as dependencies of the crown of Scotland; and under this patent it appears that some attempts were made to form a Scotch settlement at Annapolis: but Charles the First, by the treaty of St. Germains, in 1632, surrendered all his right to Lewis the Thirteenth of France; whereupon the French immediately took possession of Nova Scotia, Cape Breton, and Canada, which had been previously conquered by Sir David Kirk.

At the close of the civil war in 1654, Cromwell sent a force under Major Sedgwick, who reduced the whole country, and compelled the French to surrender at discretion; and it was confirmed to England by the treaty of 1655. The English did not immediately form any settlement, and retained only Port Royal in their possession, so that the French were by no means prevented from extending their settlements in the country. De la Tour afterwards preferred a claim to a section of the country under the transfer from Sir William Alexander; and having satisfactorily made it out, the Protector, by letters patent dated August 9th, 1656,

colony, in which he was to receive a large portion of land. The number of baronets was not to exceed 150: they were to have pre-eminence before all knights bachelors, and to be endowed with ample privileges. Those patents were ratified in parliament; but the knights never applied themselves to the original purposes of their creation; notwithstanding which the original titles, with all the ordinary privileges of baronets, continued to the original knights and their descendants, many of whom are now in being.

* Chalmers's Political Annals, 4to. edit. p. 92.

† Massachusetts Records. ‡ Ibid.

granted him, by the style of Sir Charles La Tour, and to Sir Thomas Temple and William Crowne, the principal part of what now composes Nova Scotia and New Brunswick. In this grant by Cromwell, no mention is made of the rights of Sir William Alexander himself, although his charter, which was ratified in 1633 by the parliament of Scotland *, is made the groundwork of De la Tour's claim to that part of the country claimed by him under it. Temple purchased La Tour's share, re-established the different settlements, and kept possession of the country until it was again ceded to France by the treaty of Breda, 1667. Nova Scotia was in fact during all this period inhabited by the French; and although they made but little progress in settling the country, yet their population, principally occupied in carrying on the fur-trade with the Indians, was scattered on the several rivers emptying themselves into the Bay of Fundy.

The French court paid but little attention to this colony, which, during the twenty years succeeding the peace of Breda, enjoyed repose, and received some addition by immigration. The French settlers invariably entered into close alliance with the Indians, and instructed them in some measure in the art of war; so that on the breaking out of war in 1689, they became very troublesome neighbours to the English colonies. An expedition from Massachusetts, under Sir William Phipps, in 1690, took Port Royal and some other places. The terms of capitulation were, that the inhabitants should be protected in the possession of their property and the free exercise of their religion. Phipps, after dismantling Port Royal, and burning one or two other places, quitted the colony, without leaving any garrison behind him. The French of course resumed the government of the colony. From this period until 1710, several predatory expeditions were fitted out from the New England colonies against the French settlements of Acadia, some of which were disgraced by horrible atrocities. At length, in the year 1710, a considerable armament was fitted out by the New Englanders, and the command given to General Nicholson, who proceeded to Port Royal, which surrendered to him after a short siege. In compliance with the terms of the capitulation, the French troops

* Acts of parliament of Scotland—Laws of Scotland.

and governor were removed from the colony; and thereupon Port Royal, the name of which was changed to Annapolis in honour of Queen Anne, was garrisoned by the English troops, and Colonel Vetch appointed governor. The French inhabitants were not by any means well disposed towards the English, whom they continually harassed, so that it was impossible for them to find any safety outside their fortified places.

Nova Scotia was under that name ceded to England by the treaty of Utrecht, 1713; from which period to 1745, from the disaffection and hostility of the neutral French, and the consequent indifference and occasional severity of the English, little or no improvement in the condition of the colony took place. The cession of Nova Scotia to England was again confirmed by the treaty of Aix-la-Chapelle in 1748; and the peace having left a great number of military out of employment, the idea was formed of settling the disbanded troops in this part of America. Land was also offered to civil settlers according to their means, with the advantage of being conveyed with their families to the colony, maintained there one year after their arrival, supplied with arms and ammunition for their defence, and with materials and utensils proper for clearing their land, erecting houses, and prosecuting the fishery, all at the expense of the British government. Nearly 4000 adventurers arrived in the colony in June, 1749, under the command of Governor Cornwallis. They landed at Chebucto Harbour, and laid the foundation of a town, which was called Halifax, in honour of the Marquis of Halifax, then secretary of state, who had the greatest share in the founding of the colony. Here, on July 14th, 1749, Governor Cornwallis founded the first regular British government established in Nova Scotia*. Halifax continued rapidly to improve and increase in population, notwithstanding the open enmity of the Indians, and the secret hostility of the French inhabitants.

In consequence of an ambiguity in the wording of the treaties of Cession, the French government pretended that Nova Scotia formed only a part of what was called Acadia; the English, on the contrary, contended that both names included the whole of the same country. This led to continual disputes and conflicts between the governors and subjects

* The members of the first council appointed by Lord Cornwallis were Paul Mascarene, Edward Howe, John Goreham, Benjamin Green, John Salisbury, and Hugh Davidson.

of the respective powers, even in time of peace. The perpetual recurrence of these conflicts at length induced the British government to adopt a very decisive measure for the extinction of disputes in this quarter: the provincial authorities caused the Acadian settlers to come together in their respective settlements, under the pretence of making some communications relative to their welfare, and then, without previous notice, forced them on board several vessels provided for the purpose, and thus transported and dispersed them through New England, New York, and Virginia. The principal motive for this measure was the well-founded apprehension that the Acadians would assist the French in the event of an invasion, by them, of the colony—an event which, however, did not occur. Many of these expelled and deported settlers, however, after the peace of 1763, returned to this province, and settled in and about the townships of Clare, Yarmouth, and Argyle, where their descendants now compose the principal part of the population.

The principal events between the settlement of Halifax in 1749 and the peace of 1763 were, the establishment of the Lunenburg settlement by a colony of Germans in 1753; the siege of Louisburg, and capture of Cape Breton and the Island of St. John, now Prince Edward's Island, in 1758; the calling of the first provincial house of assembly by Governor Lawrence in the same year; the settlement of several New England emigrants on the former lands of the unfortunate Acadians; the conquest of Canada in 1759; the alteration in the mode of electing the members of the house of assembly effected in 1761—(in which year also a formal treaty was entered into with the Indians, whereby they submitted to and were taken under the protection of the king): in 1763, the cession of this province, in common with all the possessions of the French in North America, was again confirmed by France to England; in this year also the township of Londonderry was settled by Irish emigrants, and that of Horton by New Englanders*. The population of the province, which then included New Brunswick, Cape Breton, and Prince Edward's Island, was 13,000 souls; the value of its imports was 4312*l.* 9*s.* 10*d.* and of its exports 16,303*l.* 3*s.* 4*d.*

The face of the country is agreeably diversified with hill and dale,

* This rapid detail, together with the chronological sketch in the Appendix, comprises as much of the history of the province as needs to be here separately stated.

but is nowhere mountainous, the highest hills not exceeding 600 feet. The highlands generally run north and south, branching off in all directions, terminating in some instances in bold cliffs on the coast, the most remarkable of which is Aspotagoen, between Mahone and Margaret's Bay, and is about 500 feet high. Ardoise Hill, between Halifax and Windsor, is the highest land in the province. The Horton mountains run nearly north and south; and the north mountains, which are washed by the Minas basin, terminate in Cape Blomidon, whose head may be often seen above the clouds by which it is sometimes encircled. The highlands which lie in the interior of the counties of Annapolis, Shelburn and Queen's, are called the Blue Mountains, and are said to retain traces of volcanic eruption.

This province contains numerous lakes, which are scattered over it in every direction, many of them of considerable extent, and forming in several places almost a continued chain of water communication from sea to sea. The largest is Lake Rosignol, situate partly in each of the three counties of Queen, Shelburn, and Annapolis. It is but little known, and said to be thirty miles in length. It is the source of the Liverpool river—the Mersey; and in the same section of country there are several other lakes approaching within a short distance of the Mersey, and communicating with the head of Allan's River, running into Annapolis Bay. The Indians pursue this route in passing between Annapolis and Liverpool; and it is supposed that there are but two short portages in the whole distance. Lake George, another considerable lake, and seventy or eighty small ones, are situate in the township of Yarmouth. A chain of lakes extends from the head of the river Shubenacadie nearly to the harbour of Halifax, and by the completion of the Shubenacadie canal affords an extensive inland navigation quite across this part of the province. There are similar chains of lakes between Windsor and St. Margaret's Bay, between the head of the river Avon and Chester, and between the river Gaspereaux, in King's county, and Gold River, in the county of Lunenburg.

The rivers that intersect, beautify, and enrich the country are far too numerous even to be named. Perhaps there is no country in the world better watered, nor any of equal extent containing so many rivers

capable of navigation. The principal are, the Annapolis, running parallel with the Bay of Fundy from the township of Cornwallis, in King's county, and discharging itself into Annapolis Bay, navigable for small craft and boats the greater part of its course; the Shubenacadie, running from the Grand Lake, in the county of Halifax, dividing that county from Hants county, and falling into Cobequid Bay, receiving the tides, and navigable for upwards of thirty miles; the Avon, which receives the waters of the rivers St. Croix, Kermescook, and several others, discharges itself into the Bay of Minas, and is navigable for a considerable distance; the La Have, having its source in a chain of lakes that also feeds the Gaspereaux river, in the county of Hants, traverses the whole county of Lunenburg, and, after a course of about sixty miles, discharges itself into the harbour of La Have; the Mersey, winding from Lake Rosignol through the Queen's county, and discharging in Liverpool Harbour; the Medway, commencing in a chain of extensive lakes in the northern part of the Queen's county, and discharging itself into the noble harbour of Port Medway; the Shelburne, discharged from a chain of lakes in the northern part of that county (contiguous to the sources of the river Hubert in the county of Annapolis), and extending to within fifteen miles of the town of Shelburne, where it forms the noble harbour of that name; the Clyde which rises upwards of forty miles in the interior in an extensive chain of lakes, and is deemed one of the most beautiful rivers in Nova Scotia; the Tusket, with its numerous branches, many of which expand into lakes, the principal rising in the Blue Mountains, is navigable for shipping about ten miles, and for boats above thirty; and the St. Mary, the principal branch of which rises in College Lake, within a very short distance of the Antigonish river, and, crossing nearly the whole county of Sydney, from north to south, forms the harbour of St. Mary, where it becomes navigable for the largest vessels for about ten miles. Besides these rivers, there are several others of nearly equal magnitude and importance in all parts of the province, particularly those that run into Pictou Harbour, Cumberland Basin, and the north-eastern coast of the county of Cumberland. These several lakes and rivers beautify the scenery, enrich the soil, and afford singular facilities for internal communication.

Anteriorly to 1748 so little had been done towards the local improvement of the colony, that the whole province exhibited at that late date but a dense forest; and although the proportion of land still unreclaimed from its wilds is indeed very considerable, yet there are districts in which the arts of agriculture, guided by industry, have effected extensive ameliorations in the condition of the country. Some tracts of the province consist of extensive barrens, interspersed here and there among the forests, which forests are generally composed of large and lofty timber.

CHAPTER II.

Division of the Province into Counties, Districts, and Townships.

NOVA SCOTIA is divided into ten counties, including Cape Breton, and the counties are subdivided into districts and townships, as follows:

Counties.	*Districts.*	*Townships.*
HALIFAX	Halifax	Halifax.
		Dartmouth.
		Preston.
		Lawrence Town.
	Colchester	Truro.
		Onslow.
		Londonderry.
	Pictou	Pictou.
		Egerton.
		Maxwelton.
LUNENBURG		Chester.
		Lunenburg.
		Dublin.
QUEEN'S COUNTY		Liverpool.
SHELBURNE		Shelburne.
		Yarmouth.
		Barrington.
		Argyle.
		Pubnico.
ANNAPOLIS		Digby.
		Clements.
		Clare.
		Annapolis.
		Granville.
		Wilmot.
KING'S COUNTY		Aylesworth.
		Cornwallis.
		Horton.
		Sherbrooke.

Counties.	*Districts.*	*Townships.*
CUMBERLAND		Wallace.
		Amherst.
		Pamborough.
HANTS		Falmouth.
		Windsor.
		Rawdon.
		Kempt.
		Douglas.
		Newport.
SYDNEY	Lower	St. Mary's.
		Guysborough.
		Manchester.
		Wilmot.
	Upper	Dorchester, or Antigonish.
CAPE BRETON	North Western.	
	North Eastern.	
	Southern.	

The townships are not all equal in extent. The inhabitants meet for the purpose of voting money for the support of their poor, like an English parish, and the principal townships send representatives to the House of Assembly.

The county of Halifax is the largest in the province, and stretches quite across it, from the Atlantic Ocean to Cumberland Straits. On the east of it lies the county of Sydney, on the west the counties of Hants and Lunenburg, and on the north the county of Cumberland; the whole shore on the south is washed by the Atlantic Ocean, and a part of the north by Northumberland Straits. It is divided into three districts, and contains ten townships. The districts are Halifax District, containing the townships of Halifax, Dartmouth, Preston, and Lawrence Town; the district of Colchester, containing the townships of Truro, Onslow, and Londonderry, besides several settlements not yet incorporated into townships, as Economy, Shubenacadie, Stewiack, Tatmagouche, &c.; and the district of Pictou, containing the townships of Pictou, Egerton, and Maxwelton. The division of this county into districts seems to have pretty closely followed the natural division of the soil and face of the country. All the southern part of the county, which lies upon the

Atlantic, is high, broken, rocky land, interspersed here and there with some good strips, but in general barren and unfit for cultivation. The same remark applies also to all that extensive tract of country surrounding the Great Lake, and extending several miles both east and west. But the country extending from the Great Lake northward to the head of the Minas Basin, and on both its shores, is altogether of a different quality. The land is low and fertile, adapted to agricultural purposes, filled with limestone and gypsum, and affording indications of extensive beds of coal and other minerals. This character applies to the country extending along and for several miles to the east and west of the Shubenacadie River. Again, that part of the county bordering on Northumberland Straits, and the whole district of Pictou, is every where diversified with hill and dale, intersected by streams and brooks, which form several rivers. The soil is generally rich and capable of high cultivation, and this district is in fact one of the best cultivated in the province. About half way between Halifax and the Minas Basin occurs an extensive chain of lakes, the principal of which is called the Great Lake. The Shubenacadie, the largest river in the province, takes its rise in those lakes. The point where it flows from the Great Lake is 21 miles from Halifax ; and thence to Cobequid, or Cumberland Bay, at the head of the Minas Basin, where it discharges itself, is about 55 miles. It is a mile in width at its mouth, receives the tide for about ten miles, and is securely navigable for about thirty more. Its banks are generally precipitous, fringed and overhung with beautiful trees. In its course it receives several tributary rivers of no inconsiderable magnitude, the principal of which, in this county, are the Stewiack, St. Andrew's, and Gray's rivers. The navigation of this noble river has been completed, and, by means of the Shubenacadie Canal, continued quite to Halifax, whereby sea-going ships, drawing eight feet water, can be navigated from the Minas Basin (head of the Bay of Fundy) quite across the province to Halifax Harbour on the Atlantic Ocean.

The harbour of Halifax is one of the finest in America. A thousand vessels may ride in it in safety. It is accessible at all seasons of the year, and easy of approach. It is situate in latitude 44° 39′ 26″ north and longitude 63° 37′ 48″ west from Greenwich. It lies nearly north and south,

about sixteen miles in length, and terminates in a beautiful sheet of water called Bedford Basin, within which are ten square miles of safe anchorage. The entrance is marked by Sambro Head, on which a lighthouse was erected soon after the settlement was established. Three miles from Halifax, near the mouth of the harbour, lies M'Nabb's Island, on the western side of which stands Sherbrooke Tower, a circular stone battery, on the top of which is a lantern. This island forms two entrances to the harbour—the eastern passage, which is only used by small vessels, and the western, which is used by all ships bound to and from Halifax. Immediately opposite the town is George Island, which is regularly fortified, and forms the chief defence of the place.

The town of Halifax is, in point of extent and population, the third town in British North America. It was founded, upon the first permanent settlement of the English in this province, by Governor Cornwallis in 1749. It is situated on the western side of the harbour, on the declivity of a hill 240 feet above the level of the sea. There are eight streets running through the town, intersected by fifteen others, laid out with regularity, some of them paved, and the others macadamized. The town and suburbs are upwards of two miles in length, and about half a mile in width. It has been very much improved within the last five years. There are meat, vegetable, and fish markets, all extremely well supplied. The fish, in point of quality, variety, and cheapness, may vie with any in the world. There are two episcopal churches, two presbyterian, two baptist, one Roman catholic, one methodist, and one Sandaminian, chapels. The catholic chapel is an elegant spacious structure, built of freestone. Amongst the public buildings is the Government-house, built of freestone, situate at the south end of the town, and occupied by the lieutenant-governor of the province for the time being. The province building is the best-built and handsomest edifice in North America. It is built of freestone, and is 140 feet in length, seventy in width, and forty-two in height. It contains all the provincial offices—secretary's, surveyor-general's, treasurer's, prothonotary's, collector's of customs, &c.; also the council-chamber, House of Assembly room, and superior courts. It is situate in the centre of the town, within a square, which is enclosed by an iron railing. The Court-House is a plain brick building, in which

the courts of common pleas and sessions of the peace are held, and in which there is an exchange-room for the merchants. There is also a Bridewell or House of Correction, and a poor-house. Dalhousie College, established in 1820, is a spacious and handsome structure, situate at the end of the old military parade.

Halifax has been always the principal naval station of British North America; and here is a king's dock-yard, which is enclosed towards the town by a high stone wall, and contains within it all the requisite work-shops, warehouses, and stores, besides commodious residences for the officers and servants belonging to the yard; it is on a more extensive footing than any in America. In the rear of the dock-yard, on a height that overlooks the works and harbour, is the admiral's house, a plain stone building, occupied by the senior naval officer on the station. There are also a residence for the military commandant, two barracks, and a military hospital.

Halifax contained, in 1790, 700 houses and 4000 inhabitants; in 1828, 1580 houses and 14,439 inhabitants. It is the seat of government, the principal emporium of the trade of the province, and returns two members to the House of Assembly. Besides Dalhousie College, there are a grammar-school, with an endowment of 200*l.* from the province, three large schools on the national and Lancasterian plan, and several common schools. There are no fewer than six weekly newspapers published, and it has several charitable institutions. The manufactures carried on in Halifax are still in an imperfect state: they consist of a sugar-refinery; distilleries of rum, gin, and whiskey; breweries of porter and ale; and factories of soap, candles, leather, flour, and cordage, and a few other minor articles. Halifax was declared a free warehousing-port in 1826, and its trade is very considerable. In 1828, the exports, exclusive of the coasting-trade, amounted to 246,852*l.* in 553 vessels, containing 61,511 tons, and navigated by 3323 men; and the imports 733,392*l.* in 544 vessels, containing 62,829 tons, and navigated by 3340 men. Nearly the whole of the import and better than one-half of the export trade of the province are carried on at Halifax. There were owned at Halifax in 1828 seventy-three square-rigged vessels and seventy-seven schooners; of which seventy were employed in the West India trade,

four between Halifax and Great Britain, six in the trade with foreign Europe and Brazil, and the remainder in the fishery. There is a respectable private banking-establishment at Halifax, and the Falmouth packet regularly arrives with the mails once a month. The situation of Halifax is very beautiful. The noble harbour in front, Bedford Basin beyond, and the north-west arm in the rear, with the extensive forests in the background, unite in exciting the admiration of every beholder.

The township of Halifax extends westward to the boundary line between this county and Lunenburg county. The land is of the worst description in the province, being both naked and barren; but the coast is almost one uninterrupted succession of harbours. The first is Sambro; it lies about a league north-west of the lighthouse, is easy of access, deep, and perfectly sheltered. There was a small settlement founded on it in 1780, and it contains a small fishing population. Between Sambro and Margaret's Bay are Pennant, Upper and Lower Prospect, Molineux, Dover, and Indian harbours, upon each of which are settled a few fishermen. St. Margaret's Bay is safe and capacious. It is four leagues in length and two in width, but at its entrance only two miles wide. It contains within it many smaller harbours and coves, affording shelter for ships of the greatest burden. The soil about the bay is fertile and well cultivated. It was settled by the descendants of some German and French families in 1783. Several streams fall into the bay, abounding with salmon and other fish.

The township of Dartmouth lies on the eastern side of Halifax Harbour. The land is of a far better description than that of Halifax township. There are some very fine farms belonging to the descendants of the original German settlers. A chain of lakes in this township, connected with the source of the Shubenacadie River, suggested the idea of the Shubenacadie Canal, which now completes a water communication between Halifax Harbour and the Basin of Minas. The town of Dartmouth lies opposite to Halifax, on the eastern side of the harbour, which is here about a mile wide; it considerably increased in size, population, and wealth during the late war, but has not since been so flourishing. A steam-boat constantly plies between Dartmouth and Halifax for the accommodation of passengers.

The township of Lawrence Town is situate on the coast to the east of Dartmouth township. It was laid out in 1754, and contains 20,000 acres. It is well watered; but the soil, with the exception of some marsh and interval land, is inferior, being mostly rocky and barren. The harbours are Cole Harbour, Lawrence, and Three Fathom Harbour, which are suitable only for small vessels.

The township of Preston is situated on the east of the township of Dartmouth, and on the north and in the rear of Lawrence Town. It was laid out and granted in 1784 to 388 proprietors—loyalists, disbanded soldiers, and free negroes. The negro settlers were industrious and thrifty, but some agents of the African Company induced them to remove to Sierra Leone. The land in this township is inferior and stony, but its proximity to Halifax gives it a value it would not otherwise possess.

The tract of country coastwise from Lawrence Town township to the boundary line of Sydney county is in general of inferior soil, and therefore but thinly settled. There are, however, several small but thriving settlements on the harbours and rivers, which are very numerous, the inhabitants being mostly engaged in the fishery. A short distance beyond Lawrence, the river Musquedoboit discharges itself into the sea. This is a fine river, rising near the Stewiack country, producing very good timber, and having some thriving settlements on its banks. Jeddore forms a long shallow bay, intricate and unsafe. Ship or Knowles Harbour is deep, bold, and distinguished by a white cliff resembling at a distance a ship under sail. The anchorage is good and safe in every part of it. Charles River, which runs into this harbour, proceeds from a chain of lakes at a small distance, of about twelve miles in extent, the lands on both sides of which are clothed with very superior timber. Beyond this lie several harbours, on which there are some small settlements.

There are few finer agricultural tracts than the country to the eastward of the river Shubenacadie, which composes the district of Colchester. It abounds with gypsum, lime, and coal, and is exceedingly well watered. About twenty miles up the river Stewiack, veins of coal rise to the surface, and freestone, lime, and roofing slate are found in the same neighbourhood; salt springs also, of considerable strength,

occur. There exist no obstacles to this river being made navigable for boats of ten tons' burden to the canal. On the northern branch of Gay's River, which falls into the Shubenacadie, a valuable vein of coal has been exposed to view by the action of the water, and iron ore, limestone, and slate are found in the same neighbourhood. Pine, spruce, and other valuable timber abound in this quarter, and the land is of very superior quality.

The first township in this fine country is Truro. This township was originally settled by the French, who were forcibly expelled in 1755. It was subsequently granted, in 1765, to some Irish emigrants, several of whom came to this province, under a Colonel M'Nutt, who found the remains of the French improvements, a quantity of diked marsh land, orchards, &c. in a state of tolerable preservation. The township contains 50,000 acres, and abounds with gypsum and limestone. The upland soil is good, well cultivated, and fruitful; and there is a considerable quantity of marsh and interval land of extreme fertility. The town of Truro is situated on the south side of Cobequid Bay, near its head, and contains about 100 houses. There are an episcopal and a presbyterian church, a court-house, a jail, custom-house, post-office, and masonic-hall. There are good roads to Halifax, Pictou, &c., and a handsome bridge over the Salmon River. Truro township returns one member to the House of Assembly.

The township of Onslow adjoins that of Truro, and is situated on the north side of Cobequid Bay, by which it is bounded on the south, and on the west by the township of Londonderry. The soil, like that of Truro, is in general good. The Salmon, North, and Chiganois rivers run through it; the land on the banks of each of which, particularly on the North River, is of very superior quality. Some interval land on this river has been known to produce fourteen crops of wheat in succession without manure. Salt springs have been discovered, and coal abounds, a seam of which has been worked for some years. The original French inhabitants had settlements in this township, and after their expulsion it was settled by Irish emigrants under Colonel M'Nutt in 1761, who found the remains of the French roads, buildings, and orchards, which they of course immediately occupied. The whole front of the township is

cleared upland; there is no town: there are several saw and grist mills. Halifax is the principal market for the produce of this and Truro townships. Onslow returns one member to the House of Assembly.

The township of Londonderry is situate on the north side of Cobequid Bay, and to the west of Onslow. It was also originally settled by the French, and afterwards by Colonel M'Nutt, 1763. The land is in general very good, whether marsh, upland, or interval, of the latter of which there is a considerable proportion. There are seven small villages in this township, in which are six grist-mills, five saw-mills, two carding and two oat mills; and it sends one member to the provincial parliament. Truro, Onslow, and Londonderry, with the several settlements Economy, Stewiack, Tatmagouche, Salmon River, &c., comprise a tract of country which, for richness of soil, mineral productions, local convenience, and beauty of scenery, is quite equal to any in this province. Cobequid Bay, around which they are all situate, is easily navigable on its northern shore by vessels of any magnitude, and on its southern by vessels of 150 tons, abounds with fish, and has several small harbours and inlets. The produce is carried to Halifax market, and exported to St. John's, New Brunswick; cargoes are also assorted for the West Indies, and lumber, in some quantities, exported to Europe: it is, in short, one of the best-circumstanced, most fruitful, populous, and best-cultivated districts in Nova Scotia. There are considerable quantities of land as yet ungranted in this district, estimated at about 50,000 acres, scattered up and down, about one-half of which may be fit for cultivation.

That part of the county of Halifax called the district of Pictou contains the three townships of Pictou, Egerton, and Maxwelton. It is a diversified county of hill and dale, well watered by numerous streams and rivers. The soil is very good, and it has been as well cultivated and is as productive as any in the province. It abounds with coal, iron ore, copper, freestone, and lime. The great coal field of this district is very extensive, and the coal is of the very best quality, and is now being worked by the lessees of His late Royal Highness the Duke of York, Messrs. Rundell and Bridge, of London. It has several good harbours, the principal of which are Pictou, Merigomish, Carriboo, and Tatma-

gouche, in all of which the Shore and Labrador fisheries are carried on to a great extent. The timber of this district is also of a superior kind, particularly the birch, which is considered the best in America. This district, though one of the last settled, is the most important part of the province; in fertility of soil, abundance and value of its mineral productions, proximity to the fishery, and facilities for carrying it on, it has the advantage of every other part of Nova Scotia. The French made very few settlements here while the province was under their dominion. The first British settlers were from Philadelphia, in 1765, and some Scotch from the highlands; to these were added further emigrants from Scotland, and in 1784 a considerable number of disbanded soldiers. The population is principally of Scottish descent, and certainly as enterprising, industrious, thriving, and wealthy as that of any other portion of this country.

The principal port is Pictou Harbour. It has a bar at its mouth, on which is twenty-two feet at low water: inside the bar it becomes a capacious and beautiful basin, with five, six, and nine fathom anchorage on a muddy bottom. It is admirably well situated on the Straits of Northumberland, opposite to Prince Edward Island, on the route from Halifax to Quebec, between which places there is not a safer or better harbour.

The principal town of this district is Pictou; it is situated on the harbour of that name, about three miles from the entrance. Although not very regularly laid out, the houses are generally better than in any of the other provincial towns; many of them are built of stone. It contains four places of worship—an episcopal, a Roman catholic, and two presbyterian chapels. There are also the Pictou Academy, a grammar-school, court-house, and public library. The population in 1828 was nearly 1500 souls, and it has since very rapidly increased; it cannot now be less than between 2500 and 3000. Pictou has been declared a *free warehousing port*, and its trade is very considerable in lumber, coal, and the fishery. Coasters from all parts of the Gulf of St. Lawrence resort to Pictou, and its exports have amounted to 100,000*l.* in a single year. One hundred vessels have been loaded here with timber for Great

Britain, and its exports to the West Indies were not less extensive and important.

There are still in this district some considerable portions of ungranted land in the interior, on the borders of Sydney county; the aggregate may be about 70,000 acres, upon the whole tolerably good land; and although not immediately adjacent to the sea, yet in no place above twelve or fifteen miles from it, and in all instances intersected by rivers which run into the sea at Pictou, Merigomish, and Antigonish harbours.

The population of the county of Halifax in the year 1817 was 30,196 souls. The population, live stock, quantity of land cultivated, and produce, in 1827, as appears by a census then taken, were as follows.

TOWNSHIP, &c.	Population. No. of Souls.	Live Stock.				Acres of Land cultivated.	Agricultural Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Halifax Town .	14,439	399	458	39	493	1,020	128	4,105	23,601	1,021
Halifax Township .	5,686	837	4,304	5,406	2,164	9,678	4,223	23,201	101,318	7,319
Dartmouth ditto .	1,070	155	292	345	180	652	163	1,215	10,380	422
Preston ditto .	1,043	13	289	138	221	906	56	921	11,320	507
Lawrence Town ditto	1,391	75	1,446	1,887	789	1,598	774	2,883	33,739	1,684
Sundry Settlements	1,267	2	799	878	429	806	90	997	22,294	920
Truro Township .	1,380	285	1,451	2,295	868	4,551	2,787	12,053	53,545	2,654
Onslow ditto .	1,239	245	1,768	1,263	1,314	5,729	3,035	13,631	54,935	2,832
Londonderry ditto .	1,398	249	2,045	2,431	1,330	4,924	4,195	12,114	55,000	3,581
Sundry Settlements	3,686	661	4,913	6,724	3,400	13,931	8,627	26,220	128,755	7,689
Picton Town .	1,439	73	192	244	23	766	474	2,433	9,815	380
Picton Township .	4,777	487	4,411	7,572	8,515	17,996	12,896	29,793	193,955	4,176
Egerton ditto .	5,622	819	5,593	10,798	3,374	24,270	22,121	51,152	133,444	5,577
Maxwelton .	2,111	230	1,505	2,514	1,022	6,149	2,607	14,184	44,445	1,635
Total county of Halifax	46,548	4,530	29,464	43,534	24,122	92,976	62,246	194,902	876,546	40 397

COUNTY OF SYDNEY.

The county of Sydney is the most easterly part of the province: it is bounded on the west by the county of Halifax; on the south by the Atlantic Ocean; on the east by Chedabucto Bay, the Gut of Canseau, and St. George's Bay; and on the north by Northumberland Straits. It is divided into two districts, called the Upper and the Lower District,

and contains seven townships, viz. Dorchester, Arisaig, Tracadie, St. Andrew's, Manchester, Guysborough, and St. Mary's. The soil of the northern and eastern part of this county—interval, alluvial, and upland—is equal to any in the province. The agricultural produce is very considerable, and large quantities are exported. The lumber trade is extensively carried on, and the fisheries are the best in the province. It is exceedingly well watered, abounding with lakes and rivers, and no part of the province affords so many fine harbours. This county contains the greatest quantity of crown or ungranted land of any in the province. It has been estimated at 120,000 acres of available land, situate between Guysborough and Coventry Harbour in one direction, between Milford Haven and St. George's Bay in another, and to the westward of the river St. Mary in a third.

The township of Dorchester, or Antigonish, is situate on and about the bay of that name. The first settlement made by the English was in 1784, and it was materially increased in 1795 by emigrants from Scotland. Dorchester, or Antigonish, is the shire town of the district. It is situated about a mile above the navigation on Antigonish River. It has but one principal street, and contains a court-house, a Roman catholic, a presbyterian, and a baptist church. It is a very pretty village, and is the principal trading place in the district. The harbour is about six miles in length; but the entrance is narrow, over a bar with only nine feet at high water, and difficult of access.

The townships of Arisaig, St. Andrew's, and Tracadie are extremely fertile, well peopled, and highly cultivated. The inhabitants are extensively engaged in the lumber trade and fisheries, and are an industrious thriving population.

The township of Manchester contains all that part of the county lying between Milford Haven and the Gut of Canseau. The soil is of an excellent quality; lime abounds; coal has been discovered in several places at the head of Milford Haven, and is supposed to extend over a large tract of country. The population is scattered and not numerous.

The township of Guysborough reaches from Crow Harbour to the northern bounds of the Lower District. The original grant was 100,000 acres, made to some American loyalists in 1784. The land of this town-

ship is extremely good, but the fisheries afford such lucrative employment that very little more land is cultivated than is sufficient for internal supply; but great quantities of horses, black cattle, and sheep are reared, and several cargoes are annually exported to Newfoundland, together with considerable quantities of butter.

Milford Haven is situate at the head of Chedabucto Bay. Though narrow and difficult at the entrance, having a bar with eighteen feet at low water, it opens into a spacious and beautiful basin, about half a mile wide and three miles long, completely sheltered and affording good anchorage: after a narrow passage of two miles, it opens into another spacious harbour for four or five miles more, navigable the whole way for ships of 500 tons' burden. The town of Guysborough is situate at the western side, near the entrance of the lower basin, and commands a full view of Chedabucto Bay and its southern shore as far as Canseau, and few places possess more beautiful natural scenery. It contains a court-house, an episcopal, a Roman catholic, and a methodist church, besides several chapels scattered through the township. The land on both sides the harbour is very good, and has been long since cleared of timber, now affording extensive natural meadows and pastures.

The extensive bay of Chedabucto is formed by Cape Canseau on the west, and Cape Hogan, in the island of Cape Breton, on the east, and is twenty-five miles in length and fifteen in breadth. It is altogether free from rocks and obstructions, and is navigable throughout for the largest ships. Milford Haven and Guysborough Harbour lie at its head, and Fox Island, Philip Harbour, Crow Harbour, and Canseau on its southern shore. The fisheries of this great bay are as productive as any in the known world. The inhabitants are all engaged in them, and the quantities of cod, herring, and mackerel taken are immense.

Canseau is situate at the southern extremity of the county. The greater part of this district is a barren naked rock, with a few hills of good land. The town-plot, called Wilmot, is situate on the south-western side of Canseau Harbour. It has lately been much improved. The harbour of Canseau is a very excellent one, accessible at all seasons of the year. The strait is called Little Canseau, and is navigable for the largest ships, affording safe and commodious anchorage. During the

prevalence of westerly gales, all the vessels to and from the Gulf of St. Lawrence anchor here, and wait for a favourable wind; and it is a great resort for the fishing-craft in the season.

St. Mary was formed into a township in 1818, and contains 280,000 acres. The lands along the shores are stony and barren, but improve very much in the interior. Timber of a superior description abounds, and there are extensive tracts of ungranted crown lands of good quality. The first settlement in this township was made at Coventry Harbour, by American refugees, in 1784, who built a small town called Stormont, beautifully situate on the east side of the harbour, where it is about half a mile wide, and navigable for ships of the line. Coventry Harbour is a noble port, navigable for the largest ships for ten miles above its entrance, and forms the most extensive inlet from Halifax to Canseau.

The river St. Mary falls into the Atlantic Ocean about ninety miles east of Halifax, and fifty west of Canseau. It has a bar entrance, upon which there is eleven feet water at lowest ebb tide, and is navigable for vessels of the first class for about nine miles. The river divides into several branches, flows through a well-wooded country, and is remarkably convenient for floating down lumber. Sherbrooke is situate at the extreme head of the navigation of the river, and is accessible to vessels of 50 to 100 tons. A very considerable lumber trade has been and is carried on from this place. Several good roads have been opened through the township, and its natural advantages are such as to require only population and capital to make it equal to any settlement in the county of Sydney.

COUNTY OF SYDNEY.	Population. Souls.	Live Stock.				Land cultivated. Acres.	Agriculture.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Dorchester Township . . .	2,432	173	3,416	5,090	1,456	8,425	4,711	9,085	75,060	3,387
St. Andrew's ditto . . .	1,632	115	2,648	3,825	1,211	7,456	4,287	5,931	58,297	2,275
Arisaig ditto	1,568	132	2,257	3,913	1,004	7,961	4,975	6,156	50,260	1,793
Tracadie ditto	1,471	143	2,172	4,130	1,382	6,569	3,405	7,241	49,610	2,557
Manchester, Guysborough, and St. Mary's ditto	5,657	285	5,213	7,391	2,652	8,054	4,541	9,760	130,061	5,782
Total county of Sydney	12,760	848	15,706	24,349	7,705	39,465	21,919	38,173	363,288	15,794

CUMBERLAND COUNTY.

This county is bounded on the north-west by the Chignecto Channel, Cumberland Basin, the Missiguash River, and the boundary line between Nova Scotia and New Brunswick, which runs from the source of that river to Bay Verte; on the east by the Straits of Northumberland; on the south-east by the county of Halifax; and on the south-west by the township of Tansborough and part of the Bay of Fundy. It contains two townships, Amherst and Wallace, besides the several settlements of Fort Lawrence, Maccan, Nappan, Minudie, West Chester, &c. The soil of this county is various. On the shore of the Chignecto Channel and Cumberland Basin there are considerable tracts of valuable marsh land. The upland is in general of very superior quality, of which a large tract, quite through the county from Minudie to Tatmagouche, remains ungranted, and at the disposal of the crown. Coal, lime, and gypsum are found almost every where. Iron ore is indicated in several places, and copper ore at Toney's River; and there are good salt springs at Philip River. This county is remarkably well watered, being traversed by several rivers, and it has several fine harbours on both its shores.

The settlement of Fort Lawrence adjoins the boundary line, lying between the rivers Missiguash and La Planche. It consists principally of dike land, and is one of the most productive in Nova Scotia. Vast quantities of hay are raised, and herds of cattle fed, upon these lands, and the farmers are generally wealthy and independent.

The township of Amherst contains 26,750 acres, of which a considerable quantity is dike land, and the remainder interval, upland, and wood. Meadow and grazing are the principal agricultural pursuits, and beef and butter are raised and exported to a large amount. The little town or rather village of Amherst is in a flourishing condition. It is situate near the narrow isthmus which here separates the Bay of Fundy from Northumberland Straits; it is therefore connected with the navigation of both, and can with the same facility avail itself of the

markets of St. John and Miramichi. The river Tidnish in this township flows into Bay Verte, between the head of which river and the source of the river La Planche, which falls into the Bay of Fundy, there is a portage of only one mile. The near approach of the waters of the Bay of Fundy and of the Straits of Northumberland to each other at this point naturally suggests the idea of connecting the navigation of both by a canal. The ground has been examined and surveyed, and the practicability of such a work ascertained. The expense of making a canal for sea-going vessels of eight feet draught has been estimated at 67,728*l.* 14*s.*; and no doubt a work of such importance, not only to this province and New Brunswick, but to the whole intercolonial trade of British North America, will in a short time be effected, either by public or private funds.

The settlements on the Maccan, the Nappan, and the Hibbert River, and at Minudie, consist principally of the same quality of dike land as Amherst, and are cultivated in the same manner, meadow and grazing. The settlement at Minudie consists of Acadians, the descendants of those who escaped the general expulsion of that people in 1755. They are a temperate, industrious people, forming a little distinct community, and pursuing their own customs, language, and religion with remarkable pertinacity. Great quantities of shad are taken at Minudie, in weirs in the flats, which are exposed at low water. A quarry of grindstones is worked to a great extent in the neighbourhood, and the stones exported in large quantities to the United States. Coal also is found here, and if properly worked might supply the demand of St. John and all the places on the Bay of Fundy.

Tatmagouche Bay is situate at the north-eastern border of the county, on the gulf shore adjoining the district of Pictou. The river of that name runs into it. The lands on both are fertile and well cultivated, and the settlement is in a thriving condition.

The township of Wallace contains several populous and growing settlements. The town of Wallace is situate at the mouth of the noble bay of that name. It was settled by loyalists from New York, who engaged largely in the lumber trade, which is still carried on in this part of the country. Wallace Bay is navigable for the largest ships for above six miles, and for smaller ones above twelve. The river Remsheg, after

a course of twenty-five miles, discharges itself into the bay, and is well stocked with salmon and trout. The lands on the bay and river are of a very superior quality, and the country is well settled. On the opposite side of the bay is Fox Harbour. It was settled by highlanders from Scotland about twenty years ago, who are now both comfortable and affluent. Pugwash settlement is situated on Pugwash Bay, the best harbour in the county. The shore is so bold, that vessels of 500 tons may lie with safety, at all times, within twenty yards of it. Above the channel, which is not more than a quarter of a mile wide, it becomes a beautiful basin, into which the river Pugwash, which rises in a chain of lakes about seven miles distant, discharges itself. The land on the harbour and river is of superior quality, although not very populous. The river Philip, which is a union of several others rising in the interior of the county, also discharges itself into the sea near Pugwash Harbour. This river is remarkable for the quality and size of its salmon and trout, and gaspereux and shad are also abundant. There are several salt springs in this district: the most remarkable is one on the Black River, a branch of the Philip, which gives five gills of salt to every two gallons by common boiling, and the brine is highly medicinal. The settlements on this river have not flourished. The inhabitants are principally engaged in the lumber trade, and do not pay as much attention to agriculture as in other settlements in the county. Goose River forms a small barred harbour between Pugwash and Tidnish. There are some good tracts of dike and interval land, but the settlement is as yet in its infancy.

West Chester is situated on the summit of the Cobequid highlands, in the centre of the county. It was settled by loyalists from New York. The soil is naturally good, but the local situation is much against it, and the settlement is on the decline.

The county of Cumberland is well intersected by roads in all directions. The great road from Halifax to Quebec runs quite through it. Although containing some of the richest, and the greatest quantity of dike and other valuable land, of any county in the province, agriculture, with the exception of meadow and grazing, is not as extensively followed as it might be. Little grain is exported from this county, but the export of beef and butter is considerable. The grazing farmers in

the districts bordering on the Bay of Fundy are as wealthy and independent as any in Nova Scotia; but the same remark will not apply to the settlements on the Gulf shore, where the inhabitants are principally engaged in the lumber trade, to the neglect of their rich and valuable lands.

The county returns two members to the provincial parliament, and the township of Amherst one. The population of the whole county was, in 1817, 2965 souls. The census of 1827 gave the following results as to population, agriculture, and stock.

	Population. No. of Souls.	Live Stock.				Acres of land cultivated.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Amherst township . . .	1,318	384	2,166	2,837	1,354	8,434	3,511	11,323	88,560	4,037
Wallace ditto	1,917	322	2,250	3,944	1,752	8,506	5,394	9,514	69,780	3,346
Minudie, Nappan, Manow, and Hibbert River Settlements	1,440	378	2,711	3,225	1,623	8,055	3,545	7,639	80,970	4,417
Fort Lawrence, West Chester, &c.	681	180	1,099	1,560	804	4,313	1,702	5,591	30,587	1,990
Total county Cumberland . .	5,356	1,264	8,226	11,566	5,533	29,308	14,152	34,067	269,897	13,790

HANTS COUNTY.

The county of Hants is bounded on the north by the Minas Basin, on the east by the Shubenacadie river, which divides it from Halifax county, on the south by Halifax county, and on the west by the King's county and the county of Lunenburg. It contains six townships: Windsor, Falmouth, Newport, Rawdon, Kempt, and Douglas. The county returns two members to the provincial parliament, and the townships of Windsor, Falmouth, and Newport, each one. The greater part of this county was originally settled by the French, who enclosed the dikes and marsh lands, and brought them into a state of cultivation and improvement, so as to enable them, before their expulsion from the province in 1755, to export wheat and other grain to Boston. After their expulsion their farms and improvements were laid waste and abandoned, until within about the last twenty-five years, when the English

became aware of the value of these tracts, and they were granted in extensive lots to the then members of Council, and others.

Windsor township was originally settled by the French, as before mentioned. It is an agreeably diversified county of hill, dale, and lawn. It contains a considerable quantity of marsh and interval land. The climate is considered warmer than either to the north or south of it, and it is well adapted for the growth of wheat and other grain. The orchards originally planted by the French have been improved and extended, and fruit is abundant and good. There is abundance of gypsum found in this township, and it forms a very considerable article of export to the United States. The local scenery is very beautiful, and coming from Halifax, the contrast to the general character of the southern part of that county is striking and remarkable. The river Avon receives the Kennetcook, St. Croix, and Cockmagon, and conducts them to the Minas Basin. The rise and fall of the tide at Windsor is thirty feet, and the bed of the river is at times entirely exposed. The extreme breadth of the river here is about 1000 feet, and it is intended to erect a bridge over it. Windsor town is the shire town of the county. It is situate at the confluence of the St. Croix, and the Avon rises forty-five miles from Halifax; the great mail-road from that place to Annapolis running through it. Windsor contains an university (King's College), an academy, episcopal, Roman catholic, presbyterian, baptist, and methodist churches, a court-house, and county jail. Packets ply between Windsor and St. John's, New Brunswick, and also to Parrsborough, across the Minas Basin, and the mail-coach runs to Halifax and Annapolis three times a week. Windsor is the only town in the county of Hants; there being nothing like a town in any of the other townships.

Falmouth township is situated between Windsor and Horton township, in the King's county. It was granted in 1759, and contains 50,000 acres. A range of mountains form the rear, a gradually sloping upland the centre, and a border of marsh the front of this township. It is well cultivated and thickly settled, and the people are generally in comfortable circumstances.

Newport township lies on the eastern side of the river St. Croix. It was granted in 1761, and contains 58,000 acres. There is a good portion

of dike and interval land, and the upland is generally very superior, particularly on the river St. Croix and Kennetcook. This township is well cultivated by a native population, descended from the first New England settlers.

Rawdon township lies between Newport and Douglas. It was laid out in 1784, and contains 24,000 acres. The first settlers were New England loyalists. It consists principally of very good upland. The chief cultivation is hay for the Halifax market.

Kempt township contains 80,000 acres. It is situated on the borders of the Minas Basin, and consists almost wholly of upland, which is deep and productive. At the ebb of the tide the flat shore is exposed to view, and the alluvial deposit thereon affords an inexhaustible supply of excellent manure. This township contains both gypsum and lime in abundance, and there is a good cod and herring fishery.

Douglas township is bounded on the north by Cobequid Bay, on the east by the Shubenacadie river. It contains 105,000 acres, granted to Colonel Small, for the location of the 2d battalion 84th regiment in 1784. It is one of the finest townships in the province, containing a great proportion of marsh, interval, and upland, and abounding with coal, gypsum, lime, freestone, and slate. Nothing can exceed the fertility of the lands on the Shubenacadie river.

The population of this county in 1817 was 6318 souls. The census of 1827 gives the following results as to population, live stock, and agricultural produce.

	Population. No. of Souls.	Live Stock.				Acres of Land cultivated.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Windsor Township .	2,065	884	1,642	2,761	864	6,195	4,433	10,337	42,531	3,555
Falmouth ditto . .	869	248	839	1,555	834	3,017	2,190	5,249	29,885	2,394
Newport ditto . .	1,960	528	2,781	4,417	1,390	11,035	4,350	10,437	54,629	3,626
Rawdon ditto . .	865	247	898	1,760	652	5,571	1,586	5,558	25,665	1,996
Kempt ditto . .	595	148	563	769	390	2,271	773	2,035	9,350	970
Douglas ditto . .	2,273	431	2,752	3,601	1,797	9,442	5,188	11,712	6,588	5,436
Total Hants county	8,627	2,486	9,475	14,863	5,927	37,531	18,520	45,328	227,948	19,977

KING'S COUNTY

Is bounded on the south by the counties of Hants and Lunenburg, on the west by the county of Annapolis, on the north by the Bay of Fundy, and on the east by the county of Cumberland. It contains four townships, Horton, Cornwallis, Aylesford, and Parrsborough.

The township of Horton was originally settled by the French, and in it was situated the French village of Minas, of which no traces are now to be seen, except the cellars of the houses, a few old orchards, and the constant appendage of an Acadian settlement, scattered groups of willows. It contains 100,000 acres, and was settled by the English in 1760, with emigrants from New England, who found the dikes much dilapidated, and the meadows under water. After considerable difficulty, delay, and expense, the tide was at length shut out from all the old enclosed lands, by means of embankments. This township has about 4000 acres of diked land, besides interval and salt marshes; and the upland, the hilly and broken, is mostly good tillage land. The only village in the township is Kentville, on the borders of Cornwallis. It contains several good private houses, a court-house, a jail, and a good grammar school. There are one episcopalian, one presbyterian, two baptist, and two methodist churches, in the township, eleven grist-mills, two oat-mills, five saw-mills, one flax, and three fulling-mills, and two carding machines. The river Gaspereaux, which flows through the entire township, abounds with salmon, trout, smelts, and the fish called gaspereux.

Cornwallis township lies between Horton and Aylesford, along the Minas Basin and Bay of Fundy. It was settled at the same time with Horton by emigrants from Connecticut. This township is well watered by several rivers, and the land throughout is of the very best quality, every farm having a proportion of dike, meadow, and upland, whereby the farmers are enabled to keep large stocks of cattle. There are numerous and productive orchards; and this township, from its extraordinary fertility, has been styled the garden of the province. There are in it one episcopal, one presbyterian, one methodist, one independent, and

three baptist chapels; also sixteen saw-mills, eleven grist-mills, one oat-mill, and two carding machines.

Aylesford township lies between Cornwallis and Wilmot, in the county of Annapolis. It was settled by loyalists in 1784. The soil and productions are similar in all respects to those of Cornwallis.

Parrsborough township is situated on the eastern side of Minas basin, by which it is divided from the rest of the county. The land is much broken and hilly, but in general the soil is good and fruitful, there being a considerable quantity of interval. The village of Parrsborough is on the shore, from whence packets sail to and from Windsor and Horton twice a week.

The Minas basin is a large reservoir that receives the waters of nineteen rivers, some of very considerable magnitude, and communicates with the Bay of Fundy by a strait between Partridge Island and Cape Blomedon. The tides rise in this basin higher than in any part of America, and rushing in with extraordinary velocity from the Bay of Fundy, deposit vast quantities of alluvial matter on the shore, whereby those tracts of rich dike and marsh land have been formed, which render the districts surrounding it the most productive, best settled, and populous in Nova Scotia.

The population of this county was in 1817, 7,145 souls. The census of 1827 gave the following results as to population and agricultural produce.

	Population. Souls.	Live Stock.				Acres of Land cultivated.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Horton Township	3,014	629	4,121	5,650	2,791	11,286	9,452	25,258	148,386	8,251
Cornwallis Ditto .	4,404	261	5,316	8,484	3,227	13,100	11,555	28,270	281,727	11,120
Aylesford Ditto .	1,098	164	1,192	2,017	629	3,429	1,642	4,591	29,925	2,581
Parrsborough Ditto	1,692	235	1,951	2,423	1,585	6,335	3,019	7,018	78,865	3,334
Total King's county.	10,208	1,789	12,580	18,574	8,232	34,150	25,668	65,137	538,903	25,286

COUNTY OF LUNENBURG.

The county of Lunenburg was laid out in 1754: it is bounded on the north by King's and Annapolis counties, on the east by Halifax, on the west by Queen's county, and on the south by the Atlantic ocean. It contains three townships, Chester, Lunenburg, and New Dublin, and returns two members to the provincial parliament.

The township of Chester was laid out in 1760, and first settled by emigrants from New England, to whom were subsequently added several German families. The land is, in general, covered with spruce and fir timber, well watered, and capable of cultivation. Indications of coal are observed near Chester, and lime, yellow ochre, and pipe clay, are found in several places. The principal harbour is Mahone Bay, which is very extensive, and affords secure anchorage inside its numerous islands, to vessels of the greatest magnitude. Chester town is situated on the north side of the bay, about nine miles from its mouth, upon a snug and commodious harbour. It is a very thriving town, and carries on a very considerable lumber trade and fishery. There are seven saw-mills, two grist-mills, and a fulling-mill, in this township, and an episcopal and a baptist church.

Lunenburg township is, next to Halifax, the oldest formed by the English in this province. It was settled in 1753, by 400 families of Dutch and Germans, who were brought out at the expense of the British government, and who received very liberal encouragement and assistance. The settlement continued to prosper, more or less, and in 1791 the population amounted to 3247 souls; since when it has increased both in population and wealth. The harbour of Lunenburg is small but easy of access, and is well sheltered by Cross Island; vessels can lie alongside the wharfs in fourteen feet water. The town of Lunenburg is constructed on a regular plan; it is the shire town, and contains about 250 dwelling-houses, stores, &c. There are a court-house and jail, and four churches, Episcopalian, Lutheran, Calvinist, and Methodist. There is an extensive trade carried on here with the West Indies, Newfoundland and Quebec. Lunenburg is one of the flourishing townships of

the province, and although the land is nowhere rich, yet its contiguity to the Halifax market enables the settlers to raise and dispose of any article of produce with advantage. This township returns one member to the provincial parliament.

New Dublin township is situate on the river and harbour of La Have. It was originally granted to some New Englanders, who very soon abandoned it, and it was subsequently granted to German and other settlers. The lands bordering on the harbour and river La Have are stony and mountainous, abounding with timber of large growth and value. The land to the westward, on Petit River and Palmerston Bay, is of a better quality. The river La Have takes its source far in the interior, and falls into the harbour of La Have. This harbour is very spacious, forming an inner and outer harbour. The outer harbour affords good anchorage, and is formed and sheltered by several islands, which are well calculated for drying fish. The inner harbour is formed by the river; it is capacious, and navigable for fifteen miles. The bar at the entrance has twelve feet at low water; inside there are soundings from eight fathoms gradually to three. Considerable quantities of fish are taken here, and several vessels are annually loaded with lumber and timber for Great Britain. There are on the La Have upwards of thirty saw-mills, and on the west side of the river the remains of an ancient French fort, built in 1632, are still to be seen.

The Statistics of the County, as taken in 1827, *are shown by the following Table.*

	Population. Souls.	Live Stock.				Land cultivated. Acres.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain	Bushels of Potatoes.	Tons of Hay.
Chester Township .	2,092	38	1,645	2,412	1,151	3,346	558	6,061	56,800	1,746
Lunenburg ditto .	5,038	105	5,042	6,350	2,766	7,081	2,008	21,044	193,028	6,249
New Dublin ditto .	2,275	59	2,291	2,376	1,414	3,040	551	6,041	84,335	2,582
Total Lunenburg county	9,405	202	8,978	11,238	5,331	13,467	3,117	33,146	334,163	10,577

QUEEN'S COUNTY.

This county is bounded on the north by Annapolis county, on the east by Lunenburg, on the west by Shelburne county, and on the south by the Atlantic ocean. It contains two townships, Liverpool and Guysborough, and returns three members to the provincial House of Assembly, viz. two for the county, and one for Liverpool township. The interior of this county is stony, and generally incapable of cultivation. On the sea board it is somewhat better; there are, however, several tracts of better soil, and several thriving settlements.

Liverpool is the shire town of the county. It is surrounded by hills, well watered, and enjoys a pure air. It contains about 250 houses, stores, &c.; a court-house, jail, and three churches, episcopalian, congregational, and methodist; a school-house and block-house. It is one of the best built and most regular county towns in the province, and there is a handsome drawbridge, 1100 feet in length, over the river Mersey. The trade of the place is very flourishing, consisting of the lumber trade and fishery, both Shore and Labrador, and carried on with Europe and the West Indies. The harbour was called by the French Rosignol. A light-house stands on Officer's Island, at the entrance of the harbour, and is distinguished by revolving every two minutes. This harbour never freezes over, and is accessible at all seasons; but there is a bar at the entrance of the river, with only nine feet at ebb and fifteen feet at flood tide, so that large vessels are sometimes obliged to anchor at Henry Cove.

Port Medway is a very fine harbour, capacious, navigable, and safe; having from five to fourteen fathoms. The river Medway runs into it, upon which is situated Mill village, containing several good houses, a church, and school-house, and the land here is the best in the county. There is a considerable lumber trade and fishery also carried on here. Port Mouton is situated to the westward of Liverpool. A settlement was founded in 1783, called Guysborough, but subsequently in great part abandoned: it has never flourished, and is now an inconsiderable place. There are also small settlements at Port Jollie and Port Hibbert,

both of which are shoal harbours, yet both the fishery and lumber trade are carried on to some extent.

The population of the county was, in 1817, 3,098 souls. The census of 1827 gave the following results as to population and agriculture.

	Population. Souls.	Live Stock.				Land cultivated. Acres.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Liverpool Township .	4,342	91	1,601	1,237	1,543	3,006	644	1,624	27,430	2,220
Guysborough ditto	505	4	312	412	272	452		118	7,237	338
Brookfield Settlement Caledonia ditto Harmony ditto	458	68	523	782	449	2,172	715	1,464	9,250	949
Total of the county .	4,225	163	2,436	2,737	2,264	5,630	1,359	3,276	53,917	3,507

ANNAPOLIS COUNTY.

Annapolis county is bounded on the north and west by the Bay of Fundy, on the south by Shelburne, Queen's, and Lunenburg counties, and on the east by King's county. It contains six townships, Annapolis, Granville, Wilmot, Clements, Digby, and Clare; and it returns five members to the provincial parliament, viz. two for the county, and one for each of the townships of Annapolis, Granville, and Digby. The first European settlements in Nova Scotia were established by the French in this county, who made some very extensive improvements. After the expulsion of the Acadians, their lands became an object of attention to the people of the British colonies, a considerable number of whom removed thither in 1764, and obtained a grant of the township of Annapolis. This township contains a considerable quantity of valuable dike land; and the upland, though stony, is generally good. Annapolis is the county town. It was founded by the French, who called it Port Royale, and was the capital of the province while in their possession. It was also the seat of the British government until 1750, when it was superseded as such by Halifax. The town is built upon a peninsula, which projecting into

the river, forms two beautiful basins, one above and one below the town. It has not much increased in size or population since the conquest of the province, but it is still a respectable town. It contains a government house, a court house, an episcopalian and methodist church, an academy, commodious barracks, and several handsome private buildings. The military works erected at various times for its defence are now in a state of decay. There are several good roads leading to all parts of the province; a stage coach runs through Granville, Wilmot, Aylesford, Cornwallis, Windsor, and Newport, to Halifax; and a steam packet plies constantly to St. John's, New Brunswick. The trade of this town is comparatively insignificant to what it formerly was, business being removed to other more convenient and better circumstanced settlements.

Granville and Wilmot townships comprehend, for 46 miles, the peninsula formed by the river Annapolis, running parallel to the Bay of Fundy. They were granted in 1764 to several New England settlers who came here. The land is of a very superior quality, consisting of dike, salt marle, interval, and upland. The river Annapolis rises in the King's county, and, keeping its course parallel to the Bay of Fundy, runs into and from the harbour of Annapolis, and is navigable up to Bridgetown, in Granville district. This thriving village is situated just at the head of the navigation of the river, and is the place of shipment for the produce of these districts. It contains an episcopalian, a methodist, and a baptist church, some good dwelling-houses, and several stores and shops. A small peninsula, extending from Granville township into Annapolis Bay, was the first piece of land cleared, by the French, for cultivation in Nova Scotia. These townships are well cultivated and thickly settled, and contain, besides those at Bridgetown, ten churches of various denominations. The whole coast of these townships, on the Bay of Fundy, affords no shelter for vessels; to remedy which, a pier has been erected on the shore in Wilmot township, which answers the purpose of a port, and enables the inhabitants to ship their lumber and other produce. The farms in these townships are in general well cultivated and productive; most of them have orchards; and the cider and cheese made here are equal, if not superior, to any in the province.

Clements township is situated between Annapolis and Digby town-

ships. It was settled in 1784 by some disbanded Hessian and American loyalists. The land, though hilly and irregular, is in general of a superior quality; great quantities of fish, herrings, aluviers, and shad are taken on the shore of the basin in weirs. Iron ore exists in this township in great abundance; and here, and at Moore River, the Annapolis Iron Mining Company have erected their works, from which metal of very superior quality has been produced.

The township of Digby extends from Clements township to the river Sissiboo, and within its limits are Long Island and Brian Island. It was granted to American loyalists in 1784. It contains a portion of marsh and interval land, and the timber is very good. The town of Digby is situate on the Basin of Annapolis. It contains about 200 houses, a court-house, and spacious church. The air is salubrious, and the situation agreeable; and it is much frequented in the summer by company from St. John's, to which a steam-packet runs three times a week. The inhabitants of this town and neighbourhood are largely engaged in the cod and mackerel fishery along the coast. About three miles below the town of Digby is the entrance from the Bay of Fundy to Annapolis Basin, through a strait called Digby Gut. At this entrance is a light-house, well situated for the navigation of the bay. There is a very pretty little settlement at the mouth of the Sissiboo, called Weymouth; the situation is peculiarly pleasing, and three are a number of respectable inhabitants, whose farms are in a good state of cultivation.

The township of Clare, including the settlement of New Edinburgh, lies between Digby and Yarmouth, in Shelburne county. It is almost exclusively settled by Acadians, the descendants of those who were expelled from this province in 1755, and allowed to return after the peace of 1763; and here those people preserve their distinctive character and customs more especially than any where else in Nova Scotia. This township is in a flourishing condition. Farming, lumber, and the fishery are industriously and extensively carried on. There are several small vessels owned by the inhabitants; they have erected between thirty and forty saw-mills and several grist mills. The whole township forms one parish, and contains two Roman catholic chapels, one of which is a very spacious, handsome place of worship.

The three townships which compose the western district of this county have not the same advantages of salt-marsh and intervals which the other districts possess: but the upland is in general good, the pasture abundant and sweet, the timber of the best quality, and the fishery most valuable. Much of this tract of country remains as yet uncultivated, but is not of a quality to invite strangers to settle in it, however advantageous it may be for the increasing resident population.

The navigation of the Bay of Fundy has been represented as difficult and dangerous; but the experience of years has proved the reverse: for in fact fewer vessels have been lost in it than in any other equal portion of the seas of North America. The tide rises to a great height, sometimes seventy feet, in the bay, and it flows with great rapidity, running at the entrance at the rate of about three miles an hour, and increasing as it advances to more than seven, and at length rushing with impetuosity into the Minas Basin and Chignecto Bay. This rise and flow of the tide considerably aids the navigation both in and out of the bay. On the Nova Scotia side there are few or no ports from Minas Basin to Annapolis; but from thence to the entrance, and round to the Atlantic, there are several places affording anchorage and shelter.

The population of the county of Annapolis was, in the year 1817, 9817 souls. The census of 1827 gave the population, live stock, and agricultural produce as follows.

	Population. Souls.	Live Stock.				Cultivated Land. Acres.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of Potatoes.	Bushels of other Grain.	Tons of Hay.
Annapolis Township .	2,578	314	2,713	8,315	1,291	4,758	1,225	65,415	7,270	5,182
Granville ditto . .	2,526	264	2,789	3,767	1,194	4,200	1,714	54,699	4,125	4,062
Wilmot ditto . .	2,294	328	2,435	4,173	1,327	5,190	1,780	49,816	5,455	4,525
Clements ditto . .	1,611	153	1,400	2,290	614	2,649	467	32,630	2,307	2,051
Digby ditto . .	3,614	216	2,799	5,605	1,037	2,492	195	78,688	4,055	3,632
Clare ditto . .	2,038	76	1,736	2,892	1,314	2,885	29	104,230	3,097	2,090
Total Annapolis county	14,661	1,351	13,872	27,042	6,804	22,174	5,410	385,478	26,309	21,549

COUNTY OF SHELBURNE.

This county is bounded on the north by Annapolis county, on the east by Queen's county, and on the south and west by the Atlantic ocean. It contains four townships—Shelburne, Barrington, Argyle, and Yarmouth, and returns five members to the House of Assembly, viz. two for the county, and one each for the townships of Shelburne, Barrington, and Yarmouth. The whole of the interior of this county remains, with few exceptions, in a wilderness state. In some places it is well wooded, and the soil of a good quality. The whole population is settled on the sea coast, where the best land is found.

Shelburne township lies between Port Hibbert, on the boundary of the Queen's county, and the river Clyde. It was granted in 1764 to Colonel M'Nutt, a spirited adventurer from the north of Ireland, who, with his associates, obtained a grant of one million acres in the province, to be selected where he chose. He selected 100,000 in this township; but having failed to fulfil the condition of the grant, it became forfeited. It was subsequently settled by American loyalists, 500 families of whom arrived here in 1783, and the number was subsequently very much increased. They erected the extensive town of Shelburne, on the harbour of that name. This town arose with astonishing rapidity, and in the course of a year its population was not less than 12,000. Its decline was almost as rapid: owing to many and insurmountable combining circumstances, it began immediately to decay, and now is in a most deserted and dilapidated state. The harbour of Shelburne is esteemed one of the best in America; it is twelve miles in length, easy of access, and perfectly secure, affording anchorage for ships of the heaviest burthen. On M'Nutt's Island, situate at the entrance of the harbour, stands a light-house, in lat. 43° 40′ and longitude 65° 8′ west from Greenwich. The lantern is 125 feet above the sea, and has been lately filled with Argand lamps, which may be seen at thirty miles distance. It is in every respect similar to to the light-house at Halifax, with the exception of showing an inter-

mediate light about half way from the lantern to the base. The river Clyde rises upwards of forty miles in the interior, in an extensive chain of lakes, and at its junction with the sea forms two harbours, called Cape Negro Harbours. It is said to be one of the most beautiful rivers in Nova Scotia. The lands surrounding the lakes and head of this river abound with valuable timber.

Barrington township lies between Shelburne and Argyle, and includes Cape Sable Island. It was granted in 1760 to 200 proprietors from New England. It contains 100,000 acres, a great part of which is barren and bog. The soil is rocky and stubborn; but in several places, when well tilled and manured, yields abundant crops, particularly of grass. The climate is much milder than in the more eastern districts of the province, and fog prevails in June, July, and August. It was originally inhabited by the Acadians. The principal occupation of the inhabitants is the Shore and Labrador fishery, which yields large quantities of fish for export to the West Indies. In front of this township is Sable Island. Another island forms Cape Sable, the most southern point of Nova Scotia. Barrington Harbour is shoal, but safe and convenient for small vessels; at the head of it is the inconsiderable village of Barrington. The inhabitants of the township are scattered along its coast, the better to take advantage of the fishery.

Argyle township lies between Barrington and Yarmouth, and is bounded on the south and west by the sea. It includes all the islands in front of it, and contains about 120,000 acres. It contains some extensive marshes, which, although not so valuable as those on the Minas Basin, afford several good situations for farming. The upland is generally stony and productive, but requires good tillage; the climate is temperate, varying from zero to eighty; the mean about forty-eight. Apples, plums, and cherries succeed well; and pears, peaches, and melons ripen. The production of potatoes and grass, rearing cattle, and making cheese and butter, are more attended to than the culture of grain. At the mouth of the Tusket river there are about 300 islands, called the Tuskets, many of which are well cultivated, and afford shelter and anchorage for small vessels. The river Tusket is navigable for boats thirty-

two miles from the sea, and for ships,—eight miles; the least depth during that space being sixteen feet, with good shelter and anchorage. About thirteen miles from the shore, and twenty-one miles west by north from Cape Sable, lies Seal Island. It is emphatically called the elbow of the Bay of Fundy. The American fishermen resort to it for wood and water. There are two Acadian settlements in this township, at Pubnico and Eel Brook. The principal harbour is Pubnico, from seven to twelve fathoms water, easy of access, and affording shelter to vessels entering the Bay of Fundy.

Yarmouth township lies between Argyle and Clare (in Annapolis county), and contains 100,000 acres of land. The soil, productions, and climate are the same as those of Argyle. There are numerous lakes in these townships, upwards of eighty of which have been already explored, and it is intersected by several rivers. The face of the county is diversified, and the scenery beautiful. The principal harbour is Cape Fourche or Fourchon, which is large, well sheltered, and navigable for ships up to Yarmouth village. Chebogue river is navigable for seven miles from the sea, and at its mouth expands into a good harbour. The Acadians had several small settlements in this district; after their expulsion the township was granted, in 1767, to settlers from New England. It has always maintained a steady state of improvement, and promises, from its various local advantages, to become a place of considerable importance. The inhabitants are industrious and enterprising, and carry on a trade of some consequence both with England and the West Indies. There are in the township a court-house and a jail, four churches of several denominations, eighteen small school-houses, fourteen grist-mills, and upwards of 700 dwelling-houses. Yarmouth village and Melton are classed among the towns of the province. Yarmouth contains about 100 dwelling-houses, and there are nine trading establishments. Melton contains about thirty houses.

The population of this county was, in 1817, 13,611; the census of 1827 gave the following results, both of population and produce. This is the only county in the province in which the population has not increased; a circumstance attributable, not to the want of a due natural

increase in the resident population, but to be ascribed to emigration, the greater part of the settlers in and about the town of Shelburne having removed from that place.

	Population. Souls.	Live Stock.				Cultivated Lands.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Shelburne Township .	2,697	41	2,428	4,993	1,754	3,133	295	2,611	42,701	2,408
Barrington ditto . .	2,186	16	1,323	4,002	1,221	1,687	20	590	47,020	1,651
Argyle ditto . . .	2,790	42	2,566	3,940	1,555	2,640	15	1,063	103,837	3,212
Yarmouth ditto . .	4,345	220	3,722	7,817	1,456	10,039	115	4,798	114,692	5,022
Total county of Shelburne	12,018	319	10,039	20,752	5,986	17,429	445	9,062	308,250	12,293

Abstract of the Population, Cultivated Land, Agricultural Produce, and Live Stock of Nova Scotia, as per census taken in 1828.

	Population.		Land cultivated in Acres.	Agricultural Produce and Live Stock.							
	In 1817.	In 1827.		Horses.	Horned Cattle.	Sheep.	Swine.	Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Halifax County . .	30,196	46,548	92,976	4,530	29,464	43,534	24,122	62,246	194,902	876,546	40,397
Sydney ditto . .	7,090	12,760	39,465	848	15,706	24,349	7,705	21,919	38,173	363,288	15,794
Cumberland ditto . .	2,965	5,356	29,308	1,264	8,226	11,566	5,533	14,152	34,067	269,897	13,790
Hants ditto . . .	6,318	8,627	37,531	2,486	9,475	14,863	5,927	18,520	45,328	227,948	19,977
King's ditto . . .	7,145	10,208	34,150	1,789	12,580	18,574	8,232	25,668	65,137	538,903	25,286
Lunenburg ditto . .	6,428	9,405	13,467	202	8,978	11,238	5,331	3,117	33,146	334,163	10,577
Queen's ditto . .	3,098	4,225	5,630	163	2,436	2,737	2,264	1,359	3,276	53,917	3,507
Annapolis ditto . .	9,817	14,661	22,174	1,351	13,872	27,040	6,804	5,410	26,309	385,478	21,549
Shelburne ditto . .	13,611	12,018	17,429	319	10,039	20,752	5,986	445	9,062	308,250	12,293
Total (exclusive of Cape Breton) . . .	86,668	123,808	292,130	12,952	110,776	174,653	71,904	152,836	449,400	3,358,390	163,170

CHAPTER III.

Harbours—Roads—Canals—Climate—Productions, &c. of Nova Scotia.

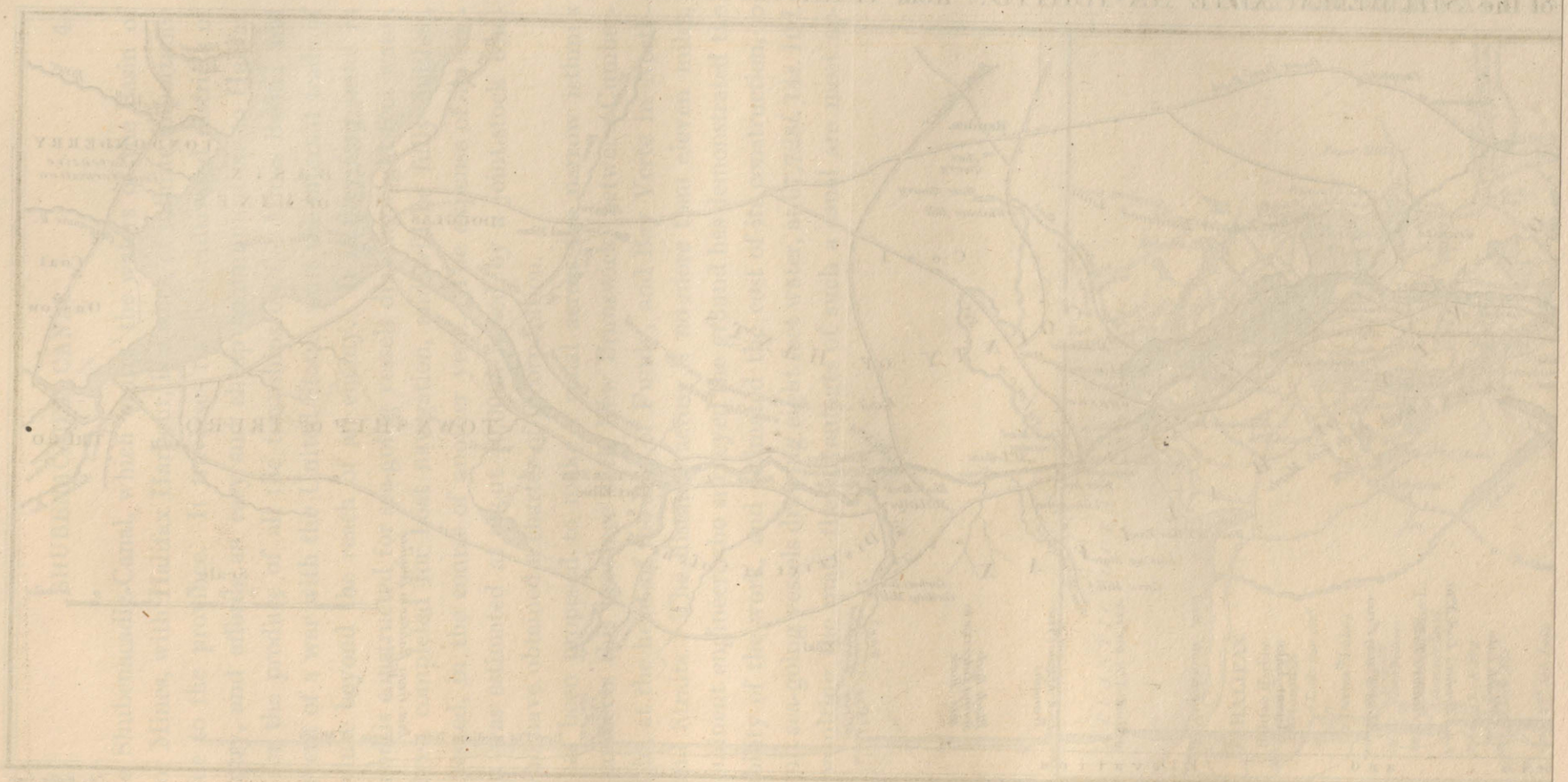
No country, in proportion to its extent, possesses a greater number of safe and commodious harbours than Nova Scotia. The whole line of coast, with the exception of a part in the Bay of Fundy, is almost one continued chain of bays and harbours, some of them forming as fine ports as any in the world. Halifax is one of the finest in America; accessible at all seasons of the year, remarkable for the facility of its entrance, and possessing safe anchorage for 1000 ships. Margaret's Bay is both safe and capacious, twelve miles in depth and from two miles, at its entrance, to six miles in width. Mahone Bay is equally extensive and safe, affording secure anchorage for ships of the line. Liverpool, a noble deep bay, having good anchorage for the largest ships. Shelburne Harbour is esteemed one of the best in America, as well on account of its easy access, as for its capacity and perfect security. Country Harbour is navigable and safe for the largest ships for ten miles from its entrance. Canseau forms an excellent harbour, affording safe and commodious anchorage for the largest ships; and Chedabucto Bay, twenty-five miles in length and fifteen in breadth, free from all obstructions, is navigable throughout for the largest ships, and affords secure shelter and anchorage in its several smaller harbours. These are but a few of the principal harbours on the Atlantic shore. In the gulf of St. Lawrence and the Straits of Northumberland there are also several noble harbours: Pictou Harbour, a beautiful and capacious basin; Wallace Bay, navigable for ships of the first class for more than six miles; and Pugwash Bay, the entrance about a quarter of a mile wide, leading into a noble basin, where the largest vessels can ride in perfect safety, and anchor within twenty yards of the shore. On the Bay of Fundy the principal harbours are Annapolis, with its two beautiful basins, and the outer port of Digby; the extensive basin of Minas,

with its numerous minor harbours; and Chignecto Channel and Cumberland Basin, out of both of which branch off several smaller bays and harbours*.

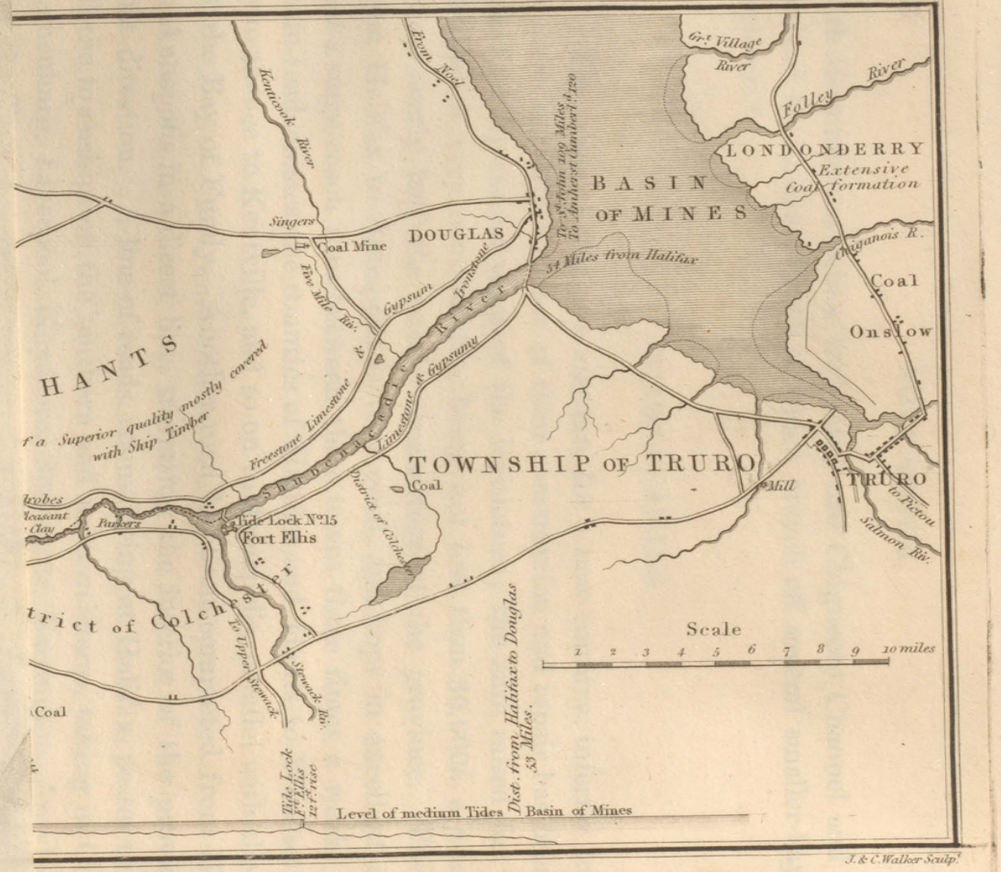
ROADS—CANALS.

The roads of this province are, for a new country, inferior to none in America. The expense of their construction and repair has been provided for by annual votes of the legislature; the sum raised for "road service" is very considerable, being not less than 30,000*l.* a year. It forms nearly half the public expenditure of the province. The road from Halifax to Annapolis is very good, and kept in excellent repair, and a stage coach runs between these towns three times a week. This main-road crosses the counties of Halifax and Hants to Windsor, runs from thence to Kentville, and so on to Annapolis, parallel with the shore of the Bay of Fundy. Another road has been completed from Halifax to Annapolis in a direct line, traversing the interior of the province in that direction. A line of roads, commencing at Halifax, passes through all the townships on the southern and western shores, taking in Chester, Lunenburg, Liverpool, Guysboro, Shelburne, Barrington, Argyle, Yarmouth, Clare, and quite round through Weymouth and Digby to Annapolis. Again, good roads run from Halifax into the eastern districts of the province; viz. to Pictou, to Antigonish, to Guysboro, Crow Harbour, Cape Canseau, and the townships in that direction. Other excellent roads run from Halifax to Truro, the townships of Onslow and Londonderry, and the several townships of the county of Cumberland. Generally speaking, the road communications of the province are very good, and are every year extended and improved.

* The position of Halifax, as well as of all the principal headlands and harbours on various parts of the coast, and in the gulf of St. Lawrence, have been most accurately determined by the direction and under the immediate command of Admiral Sir C. Ogle, whilst commanding on that station, by Messrs. J. Jones and other officers of distinguished scientific talents. A table of the latitudes and longitudes of such points will be found in the Appendix. The solicitude of the admiral in the execution of this important service has produced a degree of accuracy of the greatest advantage to the shipping interests employed on these coasts, as has been unequivocally acknowledged both by the colony and at home.



ALIFAX HARBOUR to the BASIN of MINES.



The Shubenacadie Canal, which unites the waters of the Basin of Minas, or Mines, with Halifax Harbour, is a work of infinite importance and value to the province. It traverses the best-cultivated districts of the country, and affords an easy and cheap communication to Halifax market for the produce of all the townships on the Minas Basin; and in the event of a war with the United States, puts the internal trade of the province beyond the reach of an enemy. It is fifty-four miles in extent, and is constructed for sea-going vessels drawing eight feet water. It has been completed for boat navigation, and will be fully finished, as is expected, in the course of another year. The expense of its construction was estimated at about 40,000*l.* raised by a joint-stock company, who have obtained a charter of incorporation.

It has been proposed to make a canal across the narrow isthmus (which connects this province with New Brunswick) between Cumberland Basin, at the head of the Bay of Fundy, and Bay Verte in Northumberland Straits. The distance across is no more than eleven miles, and an eminent engineer who surveyed the ground has demonstrated the practicability of the work, and estimated the cost of its construction, so as to admit sea-going vessels drawing eight feet water, at 67,728*l.* 14*s.* 10*d.* Upon consulting the map, the advantages of such a canal are most apparent, and would be equally important to New Brunswick and to this province. The long and dangerous circuit of Cape Breton would be avoided in the navigation between the Bay of Fundy and the St. Lawrence, and the communication between the Canadas, Prince Edward's Island, and the country on the Restigouche and Mirimichi, and between this province and New Brunswick, would become so much shorter and safer, that there can be no doubt that the intercolonial trade would be increased to a degree not easily to be calculated; and in the event of hostilities, placed beyond the reach or interruption of an enemy. Another benefit arising from this navigation to the trade of the Canadas would be, that Halifax, St. John's, and New Brunswick, would become depots for the bread stuff intended for exportation to the West India Islands.

CLIMATE.

The climate of Nova Scotia is cold, the winter continuing from December to May. The earth is completely frozen from Christmas to April, during which period there are very heavy falls of snow. There is scarcely any spring; for so soon as the frost and snow disappear, vegetation revives with such vigour as, in a few days, to alter the whole face of the country. About the 1st of June the fields afford sufficient food for cattle. The heat of summer is both moderate and regular, being greatest in the month of August, and the nights are, generally, temperate. The autumn is the finest portion of the year; the mornings and evenings are cool, the temperature of mid-day not unlike that of June, and the sky generally clear, and cloudless. The month of April and the autumnal months are the most rainy, and fogs prevail on the southern shore, and at the mouth of the Bay of Fundy, in summer, but do not extend inland. The climate is remarkably healthy, and conducive to longevity. A great proportion of the inhabitants live to a very advanced age, not uncommonly to ninety and one hundred years. This great longevity was also observable among the Indians. The air is pure and wholesome, and there is nothing like that noxious miasma which in the United States is the fruitful cause of intermittent fever. The intermittent, bilious, and yellow fever of America have never appeared in the province, nor do any diseases prevail that are not usual and familiar in England. To say that the climate is not unhealthy would convey but an inadequate idea of it. It is decidedly most salubrious and congenial to the prolongation of human life, and proved by experience to be entirely beneficial to Europeans.

SOIL.

The soil of this province is of the greatest variety; and although no general observations will apply to the whole, it may be divided into four classes; viz. the superior quality of soil, the good, the inferior, and the barren, or that which is incapable of cultivation. The quantity of land

of the first class is supposed to be equal to one-fourth of the whole province, about 2,500,000 acres; and of the second about 3,500,000 acres: inferior land about 2,000,000 acres; and nearly an equal proportion of barren. The same diversity of soil prevails in every county in the province. The best land is generally found on the shores of the Bay of Fundy, the Minas and Cumberland Basins, and the gulf shore; and the inferior land on the southern shore. There are extensive exceptions in both cases, particularly on the margins of the lakes and rivers; on the latter of which, especially, good land mostly prevails. The quality of the soil is generally indicated by the timber it produces. Black and yellow birch, elm, ash, maple, or hemlock, indicate a rich soil. White birch and spruce, or timber of a stunted growth and size, denote inferior land, and pine is generally found on dry sandy soils. The first class of land consists of upland, interval, and marsh. Interval is a term peculiar to America, and denotes land composed of the alluvial deposit of rivers: it is found in every county in the province; it produces grain of all kinds; and such is its fertility, that it has been known to produce fourteen successive crops of wheat without the assistance of manure. Marsh land is also composed of alluvial sediment, deposited by the tide, and when enclosed by dikes, and well drained, exceedingly fertile, yielding for several years abundant crops of wheat, and subsequently alternate rotations of grass and wheat, without the aid of manure. The quantity of interval and marsh land in the province has not been accurately ascertained, nor is it easy to form a conjecture respecting it; much of it, particularly the interval, being yet in a state of nature. The arable lands bear as yet but a small proportion to the uncultivated, and are chiefly confined to the coasts, harbours, and banks of the rivers; though several small settlements, invited by local circumstances, are found scattered in the interior. The appearance of some of the old townships will vie with any part of America. The extensive and well-cultivated valley of the river Annapolis, the diversified and picturesque country of Horton, Cornwallis, and Windsor, the country along the Shubenacadie, and the townships of Newport and Yarmouth, cannot fail to strike the stranger with surprise, as existing in a country which has hitherto almost escaped notice, and has been represented as the most uninteresting part of America.

NATURAL PRODUCTIONS.

The natural productions of this country, like all others in a state of nature, consist of its timber, minerals, and wild animals. The woods and timber are the same as are found in the other northern parts of North America:—the pine in all its varieties; the birch, which is considered as the best in America; oak, suitable for ship-building; spruce, hemlock, beech, ash, maple, and elm; all fit for boards, staves, and lumber, and an innumerable variety of other sorts of great beauty, but of minor value. The quantity of valuable timber is very great, and far from being exhausted, and enables the colonists to carry on a very extensive trade in timber and lumber, to the mother country and the West Indies, as well as in the building and sale of ships, for which purposes it is as suitable as the timber of any other section of North America. There is a great variety of indigenous plants and flowers, some of them very beautiful, as well as of wild fruits, consisting of the sorts most common in Europe.

MINERALS.

The minerals of this province are but little known, and no steps have been hitherto taken to procure a scientific geological survey of the country. With the exception of the coal-fields at Pictou, no excavation of any depth has been made into the earth, and its surface is so covered with forests that the greater part of it has never been made the subject of investigation. The reservation to the crown (in the grants of land made in this colony) of the valuable minerals has rendered the owners of the soil indifferent about the discovery of what they could not enjoy. All the reserved minerals in the province were granted by the crown to His Royal Highness the late Duke of York, and by him leased (it is understood for a term of sixty years) to Messrs. Rundell, Bridge, and Co., of London, who have as yet confined their operations to a colliery opened in the district of Pictou, called the Albion Colliery. The principal minerals hitherto observed are coal, iron, gypsum, lead, copper, manganese, salt, lime, slate, freestone, and granite.

Coal of the finest quality and in the greatest abundance is known to exist in certain parts of the province. The great coal-field of Pictou, based on limestone, has been traced from Carriboo Harbour to Merigomish, enclosing an area of more than 100 square miles, the veins varying in thickness from fifty feet to one foot. The vein opened at the Albion coal-mine is upwards of fifty feet in thickness. This field consists of several distinct layers, the upper or main base being generally thirty-six feet in thickness. The coal is of a highly bituminous quality, burns freely, making a cheerful lively fire in a grate, and casting a strong and powerful heat. It is as well adapted for smiths' use as any coal in the world, and has a peculiarly valuable property in preparing iron. In an experiment made at the Albion works upon some iron ore, it produced a metal of the very best and finest quality. It is also peculiarly adapted for steam-engine boilers, as it produces steam quicker than any known bituminous coal; and being free from impurities, has not so great a tendency to burn the boilers. The coal-field in the north-western part of the county of Cumberland, between the river Macan and the shores of the Chignecto channel, is also of considerable extent. There are eight veins of coal, one over the other, varying from one to four feet in thickness. The coal is not considered so good as that of the Pictou field, nor have any works been yet established upon it. There are also indications of coal in the township of Londonderry, and at Onslow; on the north shore of the Minas Basin; at the head of Pomket Harbour, in the upper district of the county of Sydney; and on the south shore of Wallace Harbour, in the county of Cumberland. From the great abundance, superior quality, and facility of raising and shipping the coal of this province, there is no doubt but it will, at no distant period, become an extensive and valuable article of its trade, and an abundant source of wealth to the proprietors and the colonists.

Iron ore abounds in several parts of the province. Some of the most valuable is found in great quantities, interstratified with the coal veins, in the Pictou coal-field. This ore is found to be of the very best quality, producing from thirty to sixty per cent. of pure metal. There are no iron works as yet established in these districts. Iron ore exists in the western parts of the county of Annapolis in great abundance, particularly in the township of Clements. The "Annapolis

Iron Mining Company" was established and incorporated in the year 1825; they have erected extensive iron works on the Moose River, which falls into the Annapolis Basin, where they manufacture hollow ware and bar iron of very superior quality. As there is no coal discovered in this part of the province, charcoal is used in those works, of which the neighbouring forests afford an inexhaustible supply. Indications of copper have been found at Cariboo and Toney's River, French River, and East River, near Pictou; at Tatmagouche and Waugh's River, and at Minudie, in the county of Cumberland: in fact, indications of copper are found from Cariboo, near Pictou, quite through the whole extent of the county of Cumberland to Minudie; and although no stratum or continuous vein has been discovered, with the exception of a small one at Minudie about an inch in width, there is every reason to believe that this section of country contains some valuable veins of this mineral. Very few lead ores have been discovered. Some fine specimens of sulphuret of lead have been found near Guysborough, in the county of Sydney; and manganese occurs in considerable quantities near Amherst, in Cumberland county. Thus it should seem that in those sources of riches which lie below the surface of the soil, this province excels every other part of the British dominions in North America.

Gypsum, or plaster of Paris, abounds in the middle and eastern parts of the province, and is generally of the best quality. It exists in the county of Hants, and in Windsor and Newport townships in the greatest profusion, forming the principal article of export. It also abounds in the Shubenacadie River. Considerable quantities are raised in the township of Dorchester, in Sydney county, and exported from Antigonish; and it is very abundant in the county of Cumberland, especially at the Rivers Macan and Napan, in the township of Amherst, and on the River Philip. There are various kinds of gypsum, generally divided into hard and soft, the latter of which is esteemed the best; it is by no means a solid body, and is seldom found in unbroken strata of pure gypsum. It is quarried by the aid of gunpowder, and broken into a suitable size for exportation by the pick-axe. Its value, as a manure, is well known, and highly appreciated in the United States, to which upwards of 100,000 tons have been annually exported from Nova Scotia.

SALT SPRINGS.

Salt springs have been discovered in several places. At Black River, a branch of the Philip, a considerable quantity is manufactured, producing twelve per cent. of pure salt; at West and Middle Rivers, near Pictou, producing about eight per cent.; at the west river of Antigonish of similar quality; at the Rivers Chegenois and Salmon, in the township of Onslow; and at the River Stewiack, in the township of Truro. There never has been any extensive manufacture of this article, the price of labour being as yet too high to enable the colonists to enter into competition with that which is imported; but no doubt the period will arrive when the supply of native salt for the fisheries will be an interesting object of manufacture, and source of considerable wealth.

Granite, limestone, slate, and freestone are found in several parts of the province, and the two latter in some places worked to some extent, principally for domestic use; and extensive and valuable quarries of grindstones are worked at South Laggin, near Minudie, in the county of Cumberland. These grindstones are particularly esteemed in the United States, to which upwards of 10,000*l.* worth are annually exported.

ANIMALS.

Nova Scotia abounded with a great variety of animals. These were soon considerably reduced by the chase, principally for the purpose of obtaining fur and peltry; many species have consequently become extinct, and the catalogue and number of those that remain are by no means considerable. Among these the principal are the moose, cariboo, bear, fox, racoon, lynx, cat, weasel, martin, otter, minx, beaver, musquash, hare, woodchuck, rat, mouse, mole, bat, &c.

BIRDS.

The birds of Nova Scotia are in general the same as are found in all the northern provinces of America. Most of them are birds of passage,

but some, such as the jay, crow, partridge, woodpecker, and a few others, are to be found during the winter. No perfect catalogue has been as yet made of them.

FISHES.

The waters of this province, and the seas surrounding it, abound with fish in the greatest variety and of the most valuable species. The lakes and rivers teem with the usual fresh water fish—trout, perch, bream, eels, and many others. The harbours swarm with cod, mackerel, herrings, shad, alewives, salmon, halibut, sturgeon, sole, plaice, smelt, haddock, lobsters, oysters, muscles, cockles, and an infinite variety of others; and in the surrounding seas are found all those fish of the whale species valuable for their oils, as the whale, grampus, porpoise, &c. Indeed the taking and curing of fish may be considered as one of the principal, if not the chief staple of the trade and source of the wealth of Nova Scotia; a more particular account of which will be given when we come to treat of the trade of the province.

CHAPTER IV.

Extent—Grants—Agriculture—Statistics—Clergy—Education, &c.

Nova Scotia contains, exclusive of Cape Breton, about 9,000,000 of acres, not including lakes and rivers. Very few grants of land were made prior to 1750, except town and fishing lots. It appears that from 1760 to 1812, there were passed 1816 grants of land, conveying 5,991,961 acres, and subsequently 127,978 acres; on the whole 6,119,939 acres: but of those 2,152,662 acres escheated to the crown. The quantity of appropriated land therefore is 3,979,277 acres, and the quantity at the disposal of the crown about 5,000,000. In all those grants trifling quit-rents were reserved to the crown, and in most instances all minerals; but the crown lands are now disposed of by sale at public auction; and as the mines and minerals of the whole province have been granted away, they cannot go with the land. The first settlers naturally selected the best land, both as to quality and situation; the ungranted, or crown lands, therefore, lie in the rear of the townships and in the interior, and consist of almost all the inferior tracts, with a very considerable quantity of good land. There are extensive tracts of crown lands in the county of Cumberland, extending from one end of it to the other, a great part of which is of very excellent quality. The whole of the interior of the county of Shelburne is still undisposed of; some of it is well wooded, and the soil in many places of good quality. There are also considerable tracts of good crown lands in the interior of the counties of Annapolis, Queen's, and Sydney. In short, considerable tracts of superior and good land are to be found among the crown lands in all parts of the province*.

* The value of land necessarily depends on the fertility of the soil, local situation, and state of improvement. It is impossible therefore to form any general estimate of the value of improved land. Wilderness, or unimproved land, varies from 5*l.* to 40*l.* per hundred acres. About 10*l.* per hundred acres is the full average value of improvable wilderness land.

The process of bringing the wild land into a state of cultivation, and the operations of agriculture, are much the same in this province as in all other newly-settled countries. The first thing to be done is to clear off the wood. The trees are cut down at about three feet from the ground, lopped and sawn into convenient lengths, and then burnt; where this is not performed by the settler himself, the cost of the whole is about 4*l*. 10*s*. per acre, exceeding the rate at which the same service may be procured in the Canadas by about 1*l*. 10*s*. per acre. The wood, although green, burns freely, and the whole clearing may be, and generally is, performed in one season, from March to September. The land is then prepared, by manual labour with the hoe, for the seed, and wheat, rye, maize sown, or potatoes planted; grass seeds are always sown with the grain crops, and after they are taken off, the land remains in grass, producing hay for the food of the cattle in winter, until the stumps of the trees decay, and the plough can be used. The settler is enabled to keep a stock of cattle as soon as he can raise hay off his land, which is generally the third year. The settler carries on the same process on a portion of new land every year, either until his whole farm is cleared, or until, by the decay of the stumps, he is enabled to cultivate again the already-cleared land with the plough, which can generally be done in five or six years. New land yields the most abundant crops, and a farm consisting of both new and cleared land is considered more profitable than one entirely cleared. Farms of the former description are called "half-improved farms." Wheat is raised with some difficulty in Nova Scotia; if the seed be well selected, and sown early on good land, properly tilled, it will ripen in all ordinary seasons; it requires great care in its culture, and if that be neglected, it is probable it will not succeed. The average crop on good upland is from sixteen to twenty-five bushels; on interval and marsh much more: it has been known to yield forty bushels per acre. The quantity grown in the province is not nearly sufficient for its own consumption, and flour is consequently imported to a considerable extent. The climate is very congenial to rye, oats, and barley; they are raised without difficulty, and yield abundantly. The average crop on good land is oats, 25; barley, 20; and rye, 16 bushels per acre. Maize, or Indian corn, is indigenous in America; it is extensively cultivated in the western districts of this pro-

vince, and is a most valuable vegetable. It is easily cultivated: the leaves and stalk afford good food for cattle; the grain is the very best that horses and swine can eat; and the meal the best for bread, next to wheat-flour. Indian corn bread, though very little used in this province, is in common use in the New England provinces and New York, indeed all through the United States; the average crop is about twenty-five to thirty bushels per acre.

Potatoes thrive better in Nova Scotia than in any part of America, and are very much cultivated; the produce is about 200 bushels per acre. Turnips, beans, and buckwheat are also cultivated very generally, and with success. Few places are regularly divided into fields, but a rotation of crops is generally adopted. On the virgin land, wheat, rye, potatoes, maize, and sometimes turnips, compose the first crop; then grass for a few years. On the breaking up of the grass land, generally oats, then potatoes, then wheat, succeeded by potatoes and wheat, and laid down with clover or timothy grass. Hay is indispensable for the subsistence of cattle in the winter in this province, and the culture of grasses is therefore a primary object with the Nova Scotia farmer, insomuch that the land laid down in grass is scarcely ever broken up until the failure of the grass crop indicates the necessity of renewal and change. New land requires no manure in the first instance, and some soils, marsh and interval, have been under crop for several successive years without the aid of manure. Dung is the most common manure used, particularly on upland; lime has come but partially and lately into use. Gypsum, of which such quantities are exported to the United States for manure, is not at all used for that purpose in this province; the alluvial deposit of the tide and rivers is, where it can be had, considered the best manure, and used as such.

One of the greatest embarrassments of the farmer arises from the rapid progress of vegetation. The spring is very short, the time for planting extremely limited, and the period of harvesting succeeds with rapidity; hence the labours of the husbandman are all crowded within the space of half the year. Wheat and rye are sown in April; Indian corn, barley, and potatoes, in May; buckwheat in June; and turnips in July. Mowing commences in July; reaping begins in August, and is finished in Sep-

tember. This crowding of the business of the farm is often attended with expense, and sometimes, owing to the scarcity of labourers, with the loss of some part of the crop, from inability to harvest it. The quantity of cultivated land, and its produce, was ascertained, by a census taken by order of the government in 1827, which gave the following results:

Land cultivated, 292,009 acres; wheat, 152,836 bushels; other grain, 449,626 bushels; potatoes, 3,398,220 bushels; hay, 168,212 tons. From which it would appear, estimating the number of acres under each crop by the average produce per acre, that there were about 10,000 acres under wheat, 22,500 acres under other grain, 22,500 acres under potatoes, and about 164,000 acres under hay; in all about 220,000 acres under crop.

The climate of this province is by no means uncongenial to the production of fruit. The French in all their settlements planted orchards, some of which still remain; the settlers from New England often did the same, and the practice has been generally and successfully followed. There are extensive orchards in Hants, King's, and Annapolis counties; and the cider, which forms a considerable article of export, is inferior to none in America. The winter fruit particularly is raised in great quantities, and is of the most excellent quality. Plums, pears, quinces, and cherries are found in all the orchards perfectly naturalized, and bear abundantly; and peaches and grapes ripen in ordinary seasons without any artificial aid.

The province is well stocked with horses, horned cattle, sheep, and swine. The horses are a mixed race of the American, Canadian, and English stock; they are not very good, but considerable improvement is being made in the breed by the introduction of English blood horses. The horned cattle are very superior; the oxen are large, well-shaped, strong, tractable in yoke, and easily fatted. The cows, when attended to, are good for the dairy. Beef and butter are both abundant and cheap, and not only supply the home consumption, but afford a considerable article of export. The sheep have been so intermixed that they cannot be classed with any particular breed: they are good-sized, and hardy; weigh from ten to twenty pounds a quarter, and as mutton,

are very good; the fleece is tolerably fine, and always manufactured by the settler for domestic use. The live stock of the province has more than doubled within the last twenty years. The census of 1827 gave the following results: horses, 12,951; horned cattle, 110,818; sheep, 173,731; swine, 71,482.

Labour, although scarce, cannot be considered high in this province. The expense of clearing wilderness land, that is, felling and carrying off the timber, varies from 3*l.* to 4*l.* 10*s.* per acre; that of erecting a tolerable house for a first settlement, about 15*l.* to 25*l.* The yearly wages of good labourers are from 20*l.* to 25*l.* besides board and lodging; day labour from 2*s.* to 3*s.* per day, with board and lodging also. The demand for labour must suit itself to the supply, but if the supply were considerably greater, the demand would increase, at least in an equal, if not a still greater ratio.

There are few manufactures, properly so called, carried on in Nova Scotia; but the preparation of lumber, and ship-building, are sometimes so denominated. There are saw-mills in every district of the province, and even so far back as 1785 there were ninety of them in the country; the number has been vastly increased since that period. The quantity of lumber prepared and exported is momentous, and it is considered as good here as in any other part of America. Ship-building is carried on to a great extent in every part of the province: in the ship-yards of the peninsula alone, there were built in the year 1826, 131 vessels, containing 15,535 tons; and in 1828, 94 vessels, containing 6,560 tons. The average quantity of ship-building is not less than 10,000 tons per annum, principally sloops, schooners, and vessels for the fishery. The number and tonnage of the shipping belonging to the province, exclusive of Cape Breton, was, in 1826, 1,031 vessels; tonnage, 52,779; number of men and boys employed, 3,407. The number is on the increase, and may now be estimated at not less than 1,500 vessels, and 70,000 tons, about 150 of which are square-rigged, and the remainder sloops, schooners, &c. There are iron works at Moose River; the quantity manufactured is inconsiderable, but the quality is very good. There are also coal works at Pictou, which supply not only the provincial demand, but also a considerable export to the United States. A few manufactories are esta-

blished at Halifax: sugar refining; distilleries of rum, gin, and whiskey; breweries of ale and porter; soap, candle, and leather factories: the latter, with some few other articles of domestic consumption, are indeed manufactured by almost every farmer.

The foreign trade of this province is, in common with that of the other British possessions in America, regulated by the statute 6 Geo. IV. cap. 114, of the British Parliament, which took effect in 1826. Halifax and Pictou were declared free-warehousing ports, under this act, for the entry, warehousing, transporting, and exportation of all description of merchandize, with a few trifling exceptions. The exports of provincial produce consist of timber to Great Britain and foreign Europe; of gypsum, coal, and grindstones to the United States; of lumber, fish, beef, pork, butter, grain, potatoes, horses, horned cattle, and sheep to the West Indies, New Brunswick, Newfoundland, and Brazil. Besides provincial produce, considerable quantities of fish, flour, and West India produce are re-exported. The imports consist of British manufactures of every kind, wines, dried fruit, &c. West India produce, salt, flour, and cured fish. The greatest part of this trade is carried on at Halifax, which is the general port of entry and clearance for the greater part of the province. The value of the exports, and quantity of shipping employed therein in 1828 was, of exported articles, 473,861*l.*; shipping employed, 1,651; tonnage, 132,767; navigated by 7,304 men and boys. Among the articles exported were, 175,128 quintals of dry fish, and 40,526 barrels of pickled fish, the latter consisting principally of herrings, mackarel, salmon, alewives, and shad. The imports the same year were of the value of 847,530*l.* in 1,694 vessels, of 132,174 tons, navigated by 7,342 men and boys. Such a trade, carried on by a province the resources of which are scarcely known, much less fully developed, and having only a scanty and widely-scattered population of 124,000 souls, is powerfully demonstrative of the industry and enterprise of the inhabitants, and of the value and importance of the colony. Fish is the chief staple of the trade of this province. The fishery is carried on principally on the eastern shore, in and about Chedabucto Bay; on the southern at Lunenburg, Liverpool, and Shelburne; on the western at Yarmouth, Clare, Argyle, and Barrington; and at Annapolis, in the Bay of Fundy.

The fish principally taken are cod, herrings, mackarel, shad, alewives, and salmon. The fisheries of Chedabucto Bay are remarkably productive; indeed cod is taken in the bay, and even in the harbours, and so are herrings; and the shoals of mackarel are immense. This fish is to be found from June to October on the shore and in the harbours, in such quantities that 1000 barrels have been taken in a sieve at one draught. At the commencement of the season the fisherman obtains permission from the proprietor of the beach to erect his hut, and occupy a certain space for his boat and nets, for which he pays at the end of the season a barrel or more of cured mackarel, and one-twentieth of the aggregate quantity of fresh fish besides. The fishery is usually held by shares; the owner of the boat and nets taking one half of the produce, and the fishermen he employs, the other, which is divided amongst themselves. One proprietor has been known to receive nearly 2000 barrels of mackarel in the year for his fishing grounds, each barrel worth 17*s.* 6*d.* The quantity of herrings that throngs Annapolis Basin is almost incredible; they are caught in weirs. Herring fishing commences in May and continues generally to September, sometimes until November; at one time the fish remained so long that they were frozen in immense masses in the weirs. After being properly selected and cleaned, they are smoked, and packed in boxes of half-bushel size, 200 fish in each box, and are shipped for the West India market. The herring fishery on the other parts of the coast is carried on in the usual way. Besides this "shore" fishery, the Nova Scotians carry on a considerable cod fishery on the Labrador shore. The fish is taken there, and generally brought to the ports of this province to be cured.

Value of Exports from and Imports to Nova Scotia in 1828, *distinguishing the several Countries, the number of Ships employed, and Tonnage.*

	Ships.	Tonnage.	Great Britain.	West Indies.	British North America.	United States.	Brazil.	Foreign Europe.	Total Value.
			£	£	£	£	£	£	£
Exports.	1,651	132,767	37,860	233,877	166,514	5,790	24,850	4,970	473,861
Imports.	1,694	132,174	311,100	153,298	139,644	217,933	875	24,680	847,530

Quantities of Fish, Flour, and Salt exported and imported, 1828.

	Quintals of Dry Fish.	Barrels of Pickled Fish.	Barrels of Flour.	Hogsheads of Salt.
Exported . .	175,128	40,526	26,721	..
Imported . .	81,248	3,439	76,696	51,090

POPULATION.

The progress of the population of this province before the complete establishment of the British dominion was very slow and uncertain. Although the colony had been settled for a period of about one hundred and forty-four years, the Acadian, or French population, amounted in 1749 to no more than 18,000 souls. After the expulsion of this unfortunate people in 1755, the British population was numbered at 5,000. By an estimate made in 1764, the number of souls was 13,000, of whom 2,600 were Acadians, who had escaped the general expulsion, or returned to the province at the peace. It was estimated in 1772 at 19,100 souls, of whom 2,100 were Acadians, and 865 Indians. In consequence of the American Revolution it was reduced to 12,000 in 1781, but 20,000 American loyalists having arrived in 1784, the number in that year was computed to be 32,000, including New Brunswick and Cape Breton, which were until then included in the province of Nova Scotia, but were

about that time separated from it; the population within the limits of Nova Scotia, as it now stands, was estimated to be 20,400 souls. This population had increased in 1790 to 30,000 souls; from which time it steadily, and, in many instances, rapidly advanced. By a census taken in 1817, it was found to be 86,668 souls, and another census, taken with great care and accuracy in 1827, gave the results exhibited in the general statistical return of the province, made by the civil secretary 31st December, 1827.

The population of Cape Breton, about 20,000, is not included in this census; and if that amount be added to the returns of Nova Scotia, we shall have a population of 164,191 souls in 1827.

A statistical Return of the Province of Nova Scotia, 31st day of

COUNTY.		POPULATION.					RELIGION.								
		Number of Males in the county, exclusive of labourers or servants.	Number of Females in ditto, exclusive of Servants.	Number of Labourers, or Male Servants.	Number of Female Servants in ditto.	Total Number of Souls in the County.	Of the Church of England	Of the Church of Scotland	Of the Church of Rome.	Methodists.	Baptists.	Lutherans.	Dissenters from Establ. Church of England.	Ditto Scotland.	Universalists.
County of Halifax.	Peninsula of Halifax .	5,546	6,466	1,321	1,106	14,439	6,021	2,900	3,627	1,164	680	..	..	..	..
	District of ditto . .	4,898	4,614	689	345	10,437	3,709	3,732	2,158	150	688	..	..	..	..
	District of Colchester .	3,606	3,597	315	185	7,703	334	6,283	136	50	868	..	..	..	..
	District of Pictou .	6,704	6,291	408	296	13,949	257	12,429	1,013	..	..	..	..	..	..
Hants County . . .		3,901	3,692	619	415	8,627	1,956	2,722	599	1,590	1,753	..	..	..	..
King's ditto . . .		4,756	4,654	537	261	10,208	1,507	2,432	721	1,080	4,454	..	..	..	..
Annapolis ditto . . .		7,152	6,917	339	253	14,661	4,900	400	2,004	1,776	4,872	..	..	..	21
Shelburne ditto . . .		6,133	5,885	273	288	12,018	2,116	2,075	1,326	1,501	4,872	26	13	..	25
Queen's ditto . . .		1,936	1,915	251	123	4,225	865	217	183	1,253	411	45	1,231	..	9
Lunenburg ditto . . .		4,531	4,288	315	271	9,405	2,119	1,916	437	844	1,192	2,897	..	..	..
Cumberland ditto . . .		2,568	2,415	285	148	5,410	763	646	417	..	..	..	3,173	405	..
Sydney ditto . . .		6,255	5,775	431	222	* 12,760	4,107	1,473	7,180	..	..	..	..	..	..
Total		57,986	56,509	5,783	3,913	123,848	28,659	37,225	20,401	9,408	19,790	2,968	4,417	405	55

March 31st, 1828.

* This seems an error, as the addition of the numbers of males and females, including servants, gives the number found in our statement.

It is not easy to ascertain the increase of population derived from emigration as distinguished from the natural increase of the inhabitants. It is certain that natural increase has been very great in this province, and such as is only known in newly-settled countries, where the means of providing for a family are easily acquired. It is equally certain that there has been a considerable addition made to the population by immigration even before the last census, 1827, although this province partook less of the tide of emigration than the other North American colonies. The mass of the present inhabitants consist of natives, the descendants of the original emigrants from Great Britain, Ireland, Germany, New England, and the Acadians. The majority of the people in the eastern parts of the province, district of Pictou, and county of Sydney, are of Scotch descent, and are a most industrious and enterprising por-

December, 1827, *not including the County of Cape Breton.*

							Births.	Mar-riages.	Deaths.	AGRICULTURE.								
										Land cultivated.	Produce.				Stock.			
Sandiminians.	Quakers.	Swedenburghs.	Jews.	Antinomians	Unitarians.	Doubtful or professing no Religion.	No. of in the County during the year ending 30th Sept.	No. of Females married in the County during the same period.	No. of in the County during the same period, including Labourers.	Number of Acres of Land in cultivation in each County.	Number of Bushels of Wheat.	Number of Bushels of other Grain.	Number of Bushels of Potatoes.	Number of Tons of Hay.	Number of Horses.	Number of Horned Cattle.	Number of Sheep.	Number of Swine.
23	..	..	3	..	..	21	384	87	520	1020	128	4,105	23,601	2,101	399	458	39	493
..	..	..	..	..	..	..	370	105	157	13,440	5,298	28,212	199,041	10,852	1,081	7,130	8,720	3,673
..	..	..	..	..	..	32	334	38	77	29,135	18,644	64,073	292,235	16,756	1,440	10,177	12,713	6,912
..	..	..	..	..	..	250	501	79	115	49,181	38,198	98,561	302,659	11,750	1,609	11,701	21,128	12,945
..	..	..	..	..	..	7	330	95	362	37,531	18,520	45,328	227,948	19,977	2,486	9,475	14,863	5,927
..	14	..	..	..	..	..	339	71	115	34,150	25,668	65,100	538,903	25,386	1,789	12,580	18,574	8,232
..	75	3	..	..	..	10	435	65	100	22,174	5,410	26,309	385,478	21,549	1,351	13,872	27,042	6,804
..	60	..	..	..	4	..	635	129	124	17,499	445	9,062	308,250	12,293	319	10,039	20,752	5,986
..	2	..	..	9	..	..	153	26	77	5,630	1,362	3,476	52,817	3,517	163	2,436	2,737	1,941
..	..	..	..	..	..	..	331	78	123	13,476	3,117	33,146	334,163	10,577	202	8,978	11,238	5,331
..	7	..	..	..	..	..	243	46	49	29,308	14,152	34,076	269,897	13,790	1,264	8,266	11,576	5,533
..	..	..	..	..	..	..	508	126	89	39,465	21,919	33,173	363,228	15,794	848	15,706	24,349	7,705
23	158	3	3	9	4	320	4,563	945	1,908	292,009	152,861	449,626	3,298,220	168,212	12,951	110,818	173,731	71,482

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tion of the population. The Germans were settled at Halifax, Lunenburg, and at Clement's, in the county of Annapolis; their descendants are numerous, but do not preserve any distinct character, as they have always mixed with the general mass of the inhabitants. The early New England settlers occupied the lands of the expelled Acadians about Annapolis and the shores of the Alpinas Basin, and the American loyalists were located all over the province; they very generally engaged in the lumber trade and the fisheries, and were a most active and industrious class of people. The descendants of those different people now form a population so mixed up together, that all distinctive characteristics are lost. Not so the Acadians; they settle together as much as possible, preserve their religion, language, and customs, and never intermarry with their protestant neighbours. As a people, they are moral, simple in their habits,

cheerful in their disposition, and although neither so intelligent perhaps or enterprising as the other inhabitants, are contented and happy; they are principally settled in the township of Clare, county of Annapolis, and Minudie, county of Cumberland. There are a few free blacks, who are principally employed as domestic and agricultural servants, but there are no slaves. There are a few Indians still in the province: in 1772 their number did not exceed 865 souls, and they have been since then on the decrease. Isolated from their red brethren of the continent, and living very much among the white inhabitants, they preserve but few of their Indian characteristics; they are an indolent race, addicted to drunkenness, and are seldom found steadily to adhere to industrious habits or pursuits. In a few years not a trace of this once numerous people, the original proprietors of the soil, will be found in this province; on the whole, the predominant character of the people is Anglo-American. They are generally tall; the men stout, muscular, active, hardy, enterprising, and ingenious; the women, well made, and possessing much feminine softness of manner. As the people live chiefly on their own farms, and rely on their own exertions for support, they have much manliness of character, and a singular aptness in acquiring a tolerable degree of skill in the more useful and common mechanical arts. A Nova Scotia farmer will not only cultivate his own farm, but build his own house, make his implements of husbandry, and even shoe his own horses. He is in a great many instances a sailor, and can build and navigate the vessel that conveys the produce of his own farm to market. The people are hospitable and civil in their manners. It may be remarked, that innkeeping alone will not afford a subsistence in any part of the country out of Halifax.

There are several religious denominations in this province, all of whom enjoy the most complete toleration, and are subject to no disabilities whatever on account of religion. The number of each denomination was found, at the census of 1827, to be church of England, 28,659; of Scotland, 37,225; of Rome, 20,401; baptists, 19,790; methodists, and other protestant sects, 17,771. The church of England in this country is supported by the Society for Propagating the Gospel in Foreign

Parts and by the British government. The clergy of this church consists of a bishop, styled Bishop of Nova Scotia, whose jurisdiction extends over New Brunswick and the Bermudas,—and about thirty missionary clergymen, each of whom receives a salary of 200*l.*, one half from the crown, and one half from the society, which, with the proceeds of small glebes, parochial fees, &c. affords a tolerably comfortable maintenance. The churches have been built by subscription, aided also by funds from the crown and the society. Nova Scotia was erected into a bishopric in 1787. The bishop possesses no lay jurisdiction of any kind; his authority is confined to the superintendence of the church of England clergy within his diocese. The presbyterians have an independent provincial church government of their own, upon the model of the church of Scotland. The synod generally meets at Pictou, and contains about thirty members, who are dispersed over this province, New Brunswick, and Prince Edward Island, and are supported by their respective congregations. The Roman catholics are under the control of a bishop, who resides at Antigonish; there are about twelve subordinate clergy, who are altogether supported by their respective congregations. The baptist clergy have an annual meeting, called an Association, wherein they arrange the general concerns of their church; but each baptist congregation is considered by them a distinct independent church, and as such chooses and supports its own clergyman. The number of the clergy of this denomination is scarcely sufficient to supply all the congregations. The methodists compose about one-half of the remaining sects; they have about twenty missionaries connected with this province and Prince Edward Island. This church is in all respects governed in the same manner as the methodist church in England, with which it is closely connected. Its ministers are supported by the people of their persuasion, assisted by the English Methodist Missionary Society. The other denominations, who are principally Lutherans, and what in England are known as Independents, are tolerably well supplied with ministers, each congregation supporting its own. Such is the good feeling that prevails, that it is not uncommon in this country to find the minister of one denomination officiating occasionally for and in the churches of another. The chapels belonging to all the different sects are numerous, and in many instances both com-

modious and handsome, bearing ample testimony in favour of the religious feeling of the country.

The education of the people is provided for as well as in any of the British-American colonies. There is an university, called King's College, at Windsor; Dalhousie College at Halifax; academies at Pictou, Annapolis, and Kentville; grammar-schools at Halifax, Windsor, Pictou, and Kentville. The Society for Propagating the Gospel supports between forty and fifty schoolmasters; and schools have been established in all the townships, aided by a very liberal pecuniary grant from the provincial legislature. The university of King's College was established by royal charter in 1802; it is enabled to confer the usual degrees. The Archbishop of Canterbury is patron; and the board of governors is composed of the lieutenant-governor of the province, the bishop, chief-justice, speaker of the House of Assembly, the attorney and the solicitor-general, and the president or principal of the university, all for the time being. There are four professors: one of Hebrew and divinity, one of moral science and metaphysics, one of mathematics, astronomy, and natural philosophy, and one of grammar, rhetoric, and logic. The students are eligible for matriculation at the age of fourteen, and the course occupies from four to seven years. There are twelve divinity scholarships, endowed by the Society for Propagating the Gospel, each enjoying 30*l.* per annum for seven years. There are also some scholarships on the foundation of less emolument. The college possesses a large well-selected library, and a valuable philosophical apparatus. Subordinate to the college, and under its control, is the collegiate school; the system of education is preparatory to that of the college, for which it is intended. There are twelve divinity scholarships, supported also by the society, who allow each 30*l.* per annum, and they may be held for seven years.

Dalhousie College (at Halifax) was incorporated in 1820; the system of education was framed upon the model of the university of Edinburgh. There are three professorships: one for the Greek and Latin classics, one for mathematics, natural and experimental philosophy, and one for theology and moral philosophy. The academy at Pictou was projected in 1804, and incorporated by charter in 1816; it was erected and supported by subscriptions among the presbyterians, for whose benefit it was prin-

cipally projected. The House of Assembly has voted 400*l.* annually for several years in aid of this institution. The course of education here includes the usual branches of academical instruction, and occupies four years. There are at present three professors. It possesses a small but valuable library, and has the best museum of natural history in Nova Scotia. The academy of Annapolis was established in 1827, partly by voluntary subscription, and partly by provincial aid. There are two distinct but connected schools—one devoted to the higher branches of classical education, the other confined to the elementary and higher branches usually taught in English schools.

CHAPTER V.

The Legislature—Courts of Law—Public Revenue—Sable Island.

THE legislature of the province is composed of a lieutenant-governor, a council, and an House of Assembly. The whole of British North America is generally comprised under one command, the captain-general, governor, and commander-in-chief, who resides at Quebec. The governors of the respective provinces are styled lieutenant-governors, and in their civil capacities are quite independent of the governor-general. The governor of Nova Scotia has the local rank of lieutenant-general, and is styled lieutenant-governor, commander-in-chief, chancellor, and vice-admiral of the province of Nova Scotia. The whole executive authority is vested in the governor: he summons, prorogues, and dissolves the council and general assembly; he appoints to all offices not disposed of by the crown; he can pardon all offenders but those guilty of treason and murder; he commands the army and militia, and presides in the Courts of Chancery and Error. Besides various fees and emoluments, he receives a handsome annual allowance or salary. In the event of the governor's death, the next senior member of council, not being the chief-justice, exercises all the functions of governor.

The legislative council consists of twelve members, appointed by mandamus from the king. In their legislative capacity they meet and deliberate as a distinct chamber or upper house, and conduct their proceedings as closely in imitation of the House of Lords as circumstances allow. They are also a council of state, or privy council to the governor, whose advice he is obliged to obtain and act upon in a great variety of cases. They form, with the governor, the Court of Error and the Ecclesiastical Court, in whose deliberations the governor has only a single voice; they are styled honourable, hold their office merely during the king's pleasure, and the governor can suspend them until the king's pleasure be signified. The House of Assembly resembles the British

House of Commons in its formation, powers, and mode of procedure as closely as the circumstances of the country permit. The members are elected exactly as in England, by freeholders possessing real estates in houses or lands of the annual value of 40*s*. The assembly continues for seven years, and must meet at least once a year, but may be dissolved or prorogued by the governor.

The number of members elected to the House of Assembly is forty-one: four for the county, and two for the town of Halifax; two for each of the other nine counties of Annapolis, Cumberland, Cape Breton, Hants, King's County, Lunenburg, Queen's County, Shelburne, and Sydney; and one for each of the following towns—Annapolis, Amherst, Barrington, Cornwallis, Digby, Falmouth, Granville, Horton, Liverpool, Londonderry, Lunenburg, Newport, Onslow, Shelburne, Truro, Windsor, and Yarmouth. The legislature meets generally in winter, and continues in session from six to twelve weeks, and the debates are often conducted with ability and spirit. Every law in this province must have received the concurrent assent of the House of Assembly, of the council, and of the governor, before it can be enforced; and each may dissent from any law or bill proposed or approved of by the others. Upon any bill passing the house and council, and receiving the assent of the governor, it immediately operates in the province; but to make it a permanent law it must be submitted to the king in council, who may confirm or disallow it. In the event of its being disallowed by the king, or *not* confirmed within three years from the time of its enactment, it becomes void.

The courts of law are, the Court of Chancery, of which the governor is sole judge, by virtue of his office, but where the Master of the Rolls, always a professional man, sits as judge in lieu of the governor. The powers of this court are, within the colony, the same as those of the Court of Chancery in England, and its proceedings similar in form. An appeal lies from this court to the king in council. The Court of Error is composed of the governor and council. An appeal lies from all the inferior courts to this, and from this to the king in council. The subject-matter of the appeal, in the former instance, must exceed 300*l*. in value, and in the latter 500*l*. The Supreme Court is invested with

the powers of the King's Bench, Common Pleas, and Exchequer. It is composed of a chief and three puisne judges, and a circuit associate. The jurisdiction of the court is both criminal and civil, and extends over the whole province, including Cape Breton; it holds four terms in the year at Halifax. The whole province is divided into four circuits, Cape Breton being one, into which the judges go and hold courts of assize, &c. The practitioners in this court unite the business of barrister and attorney. The inferior courts are courts of common pleas in each county, having jurisdiction in all civil matters under the value of 5*l*. There are three distinct commissioners, or judges, each of whom holds a distinct court in every county within his circuit, the province being divided into three circuits for that purpose. The process and course of practice are similar to those of the Supreme Court. The process issued by the courts of the province is of the same nature and operation as the process of the courts at Westminster; besides which there is a peculiar process affecting absent or absconding debtors, by which their property in the colony is attached, and unless security be given, is sold for the benefit of the creditor. There are also courts of general and quarter sessions, similar in all respects to such courts in England, held in each county; and in every township small debts are recoverable before courts consisting of one or more justices of the peace. The governor, being ordinary of the province by virtue of his office, appoints surrogates in the several counties, by whose probates letters of administration, &c. are granted.

The statute of distribution in Nova Scotia is different from the same statute in England, in so far that the real estate is divided into shares, according to the number of children, and the eldest son takes only *two* of such shares. The reason for this alteration of the law of the mother country is, that in a new country the improvement of the landed estate is likely to absorb the whole personal property of the proprietor, and that if it went to the eldest son, there would be no provision for the other children; on this ground it was that this law, which prevailed in all the English-American colonies, was approved of by the king in council.

There is also a Vice-Admiralty Court at Halifax. This court has the usual admiralty civil jurisdiction. It has also a peculiar revenue jurisdiction, and in time of war a prize jurisdiction: the duties of judge

are at present performed by the chief-justice of the Supreme Court. There are sheriffs and justices of the peace in all the counties, both appointed exactly as such officers are in England.

From this sketch it will appear that the government and institutions of this province are in all respects as similar to those of England as the nature and circumstances of a new country will allow; the unrivalled constitution of the mother country being the grand model by which the institutions of this minor, but not unimportant portion of her dependencies have been framed and established.

The provincial revenue is not very large, nor are the demands upon it very considerable. It consists principally of custom and excise duties, trifling in amount, and by no means onerous to the colonists. The whole is applied to provincial purposes, the greater part in the making of roads, bridges, &c., and a considerable sum in promoting education. There is a custom-house establishment at Halifax, which, considering the nature of its duties, and the amount of revenue collected, is remarkably elegant. The gross amount of the customs in the year 1827 was, 25,416*l.*, out of which a sum of 8,890*l.* was deducted for the fees and salaries of the custom-house officers. The collector at Halifax has, in salary and fees, 2,000*l.* and the comptroller 1,000*l.* a year. The receipt and expenditure of the provincial revenue for the year 1828 were as follows:

Received.	£.	*s.*	*d.*
Excise duties	35,099	17	10½
Customs ditto	18,000	0	0
Light ditto	1,313	9	6
Sundries	762	16	4
	55,176	3	8½

Paid.	£.	*s.*	*d.*
Government department	2,762	16	11
Legislature	3,026	0	0
Judicature	5,150	18	6
Revenue	1,511	19	7
Militia	2,156	18	9
Navigation	3,179	15	2
Road service	29,762	6	3
Education	3,347	3	2½
Miscellanies	8,853	13	0½
	59,751	10	7

The difference was paid from a balance remaining in hand from the prior year*.

* For a great part of the valuable details conveyed in this and the preceding chapter we are indebted to the lucid, accurate, and comprehensive labours of Mr. Halliburton, which we are most happy here, as elsewhere, to acknowledge.

ISLE OF SABLE.

Sable Island, or *Isle aux Sables*, although distant eighty-five miles from Nova Scotia, is considered as belonging to that province. The west end of the island lies in latitude 43° 56′ 42″ north, and longitude 60° 17′ 15″ west, and the east end in latitude 43° 59′ 5″ and longitude 59° 42″; it is about thirty miles in length and fifteen in breadth. It consists entirely of an accumulation of loose white sand, utterly barren, producing neither tree nor shrub. It lies in the direct track of vessels bound to and from Europe, and upon it very many have been wrecked, and numerous lives lost. An establishment was formed in 1804 upon this island for the purpose of assisting persons wrecked: it consists of a superintendant and about ten assistants, who constantly reside on the island, and have in charge a competent supply of such articles as would be useful in cases of shipwreck. The establishment was maintained by the province of Nova Scotia from 1804 to 1827 at an annual expense of about 500*l.*; but in the latter year the British government undertook to add a further sum equal to that voted by the province, whereby the establishment has been enlarged, and its usefulness very much increased. The superintendant and his assistants continually perambulate the island. There are several signal-posts and flag-staffs to direct vessels, and huts to shelter the sufferers. The island is regularly visited to convey supplies, and bring away those who may have been thrown upon its shores. The supply of stores and provisions is always abundant, so that 300 persons at once upon the island have been liberally subsisted and supplied with all necessaries. There never were any inhabitants on the island but those connected with the establishment. The only native animals to be met with are some wild horses, whose flesh has been occasionally found a providential substitute for better food; a few seals are caught upon the shore. The coast is exceedingly dangerous, and almost every where surrounded with breakers.

CHAPTER VI.

CAPE BRETON—Situation—Extent—Divisions—Harbours—Soil—Settlements.

THE island of CAPE BRETON constitutes a county of the province of Nova Scotia. Its extent is equal to about one-fourth of that of Nova Scotia Proper, and its population bears nearly the same proportion, yet it returns only two members to the provincial House of Assembly for the whole county. This island, formerly called by the French when they held it L'Isle Royale, forms with Newfoundland the entrance of the Gulf of St. Lawrence, and is situated between the latitudes 45° 27′ and 47° 5′ north, including the islands of Madame, Scatari, Boulardrie, St. Paul's, and minor islands, and longitude 59° 38′ and 61° 50′ west; its greatest length north-east and south-west being about 100 miles, and the greatest width from south-east to north-west about eighty miles, comprising an area of about 2,000,000 acres, exclusive of the great masses of water contained within it. It is distant from the south-western extremity of Newfoundland about sixteen leagues, and is divided from Nova Scotia by St. George's Bay and the Gut of Canseau, twenty-one miles in length, and varying from one mile to one and a half in width. Its shape is nearly triangular, indented with many deep bays, and nearly separated by the waters of the Bras d'Or into two natural divisions; the one to the north being high, bold, and steep; the other to the south, low, and intersected by water; diversified with moderate elevations, and gradually rising from the interior shore of the Bras d'Or, until it presents abrupt cliffs towards the ocean. There are not any mountains, properly so called, in the island; the highest ridges in the southern division do not perhaps exceed an altitude of 600 feet. The highlands in the northern division are more elevated, bolder, and continuous; but even there the supposed highest point, Smoky Cape, does not probably exceed five hundred yards. There are several fresh water lakes, some of which are of no inconsiderable magnitude. The largest are Lake Marguerite, in the northern division,

about forty miles in circumference, and the Grand River and Mire Lakes in the southern division; besides several others differing in size and shape, and scattered all over the island. The rivers, or rather rivulets and brooks, are numerous, but small, and not navigable. The whole coast of the southern division is broken into harbours, many of them of great depth and magnitude; but the northern coast does not afford nearly so many. The principal harbours for vessels of burden are the Bras d'Or, with its innumerable minor harbours, Sydney, Louisburg, Arichat, Basin of Inhabitants, Ship Harbour in Canseau Strait, Port Hood, and St. Anne's; besides several others of less importance.

The Bras d'Or is a vast internal sea, occupying a considerable portion of the area of Cape Breton, intersecting with its numerous arms every part of it, and dividing it almost into two islands. The entrance is on the eastern side of the island, facing Newfoundland, and it is divided into two passages by Boulardrie Island. The southern passage is called Little Bras d'Or; the northern passage, Great Bras d'Or; and the large sheet of inland waters itself, Bras d'Or, or the Great Lake. A sunken bar at the mouth of the Little Bras d'Or renders it unnavigable for vessels of heavy burden, and it is therefore never used. It is about twenty-three miles in length, and from a quarter of a mile to three miles wide. The Great Bras d'Or has no impediment to its navigation; it has above sixty fathom water, is from two to three miles wide, and about twenty-five miles in length: when at the head of Boulardrie Island it is joined by the Little Bras d'Or, and a few miles further on enters the Great Lake through the Straits of Barra. The Great Bras d'Or, before its junction with the Little one, or with the lake, communicates with, or rather sends its waters into the interior, forming several excellent harbours to the north-west of the Great Lake. The first is Bedeque Bay, and farther on a fine sheet of water called Whycocomagh Basin, upwards of forty miles from the main sea, and where the timber ships from England usually load. After passing the Straits of Barra the Great Lake sends off a number of branches. On the northern side the first is Brooklesby Bay, which runs to within half a mile of Whycocomagh Bay; next is the River Denys Basin, six miles long, and two broad, with numerous smaller branches, in which also the timber vessels

load; next follows St. George's Channel, which is six miles wide at its opening, is filled with creeks and inlets, and runs up, towards the Gut of Canseau side of the island, fifteen miles. On the southern shore the centre proceeds south-westerly through a number of small islands to the isthmus of St. Peter; thence again north-easterly, it makes a course of thirty-one miles to the head of East Bay, or St. Andrew's Channel, terminating in the Barrasoi, or Lagune of Tweednooge, (this bay is eighteen miles in length); from the north-eastern point of which at Benakady, it is five miles to the Straits of Barra, on which terminates the circuit of the Bras d'Or. From the entrance of the Great Bras d'Or to the head of the Great Lake at St. Peter's is above fifty miles in a straight course, and its greatest width about twenty miles. The depth varies from twelve to sixty fathoms, and it is every where secure and navigable. This extensive sheet of internal waters is of peculiar advantage to the island, for, exclusive of the fishery, which is carried on there to a considerable extent, it spreads out into such an extensive and ramified navigation, as to afford every part of the island the benefit of water communication, and enables every district, almost every farm, to ship its own produce without the intervention of land carriage.

The Isthmus of St. Peter, which divides the waters of the Bras d'Or from the Atlantic Ocean at St. Peter's Bay, is so narrow that a canal could be easily made between the two waters for ship navigation. The ground has been examined and surveyed by an eminent engineer, who has reported upon the complete practicability of such a work, and has estimated the expense at no more than 17,150*l*. The whole length of the canal required would not exceed 3,000 feet. The principal part of the expense would be the necessary works at the points of communication with both seas.

The soil of Cape Breton is considered quite equal to that of Nova Scotia, or any of the neighbouring countries. There is no dike land, such as is found in Nova Scotia, but the upland is of an excellent quality, and very productive; the increase of wheat on new land being in general ten or twelve fold. It is found capable of producing wheat, barley, oats, maize, potatoes, turnips, buckwheat, peas, beans, &c. It has been before remarked, that the area of the island comprises about

2,000,000 acres, exclusive of the great salt waters. Of this, 685,640 acres were granted away to settlers by the crown up to the year 1821; of the remainder, about 800,000 acres are supposed to be contained in the small lakes, hills, barrens, and swamps, leaving about 500,000 acres of land fit for cultivation undisposed of and distributed in several parts of the island. The greater part of the disposable land lies in the interior of the northern division of the island, between the gulf shore and the Bras d'Or waters. In the section of country between Port Hood, Whycocomagh, the Rivers St. Denis and Inhabitants, the Bras d'Or and the Gulf Shore, it is estimated that there are about 120,000 acres of good upland, fit for settlement; and in the north-eastern peninsula, from St. Anne's Bay on the one side and Lake Marguerite on the other to Cape St. Lawrence, there are supposed to be about 150,000 acres more. In the southern division through its whole length, from St. Peter's on the west to Sydney on the east, in the interior, including the lands on the Grand-River Lake and Mire Lake, there are supposed to be no less than 200,000 acres of good land undisposed of; besides which there are several other smaller portions scattered through the island.

The Island of Cape Breton, as has been before observed, is naturally divided by the Bras d'Or Lake into two parts, the northern and the southern. As a county, it has been divided into three districts—the north-eastern, north-western, and southern, without any respect to its natural divisions. The north-eastern district has been subdivided into the townships of Sydney, St. Andrew's, and St. Patrick; and the north-western district into the townships of Canseau, Port Hood, Ainslie, and Marguerite; the southern district, being by much the smallest of the three, has not been as yet subdivided into townships. In describing the country, we shall adhere to the natural divisions.

Sydney is the shire town and capital of the island, and a free port. It is situated on the harbour of that name, on the eastern coast of the southern division of the island. The courts of justice and public offices are kept here, and here also the principal officers of the island reside. It contains about sixty houses, besides a government-house, government-stores and barracks, a court-house; likewise episcopal, Roman catholic, and dissenting churches. The streets are regularly laid out, the houses tolerably

good, and the grounds in the vicinity cultivated with some taste, so that on the whole it presents a pleasing appearance. The population is about 500 souls. The harbour is one of the most capacious and secure in the provinces; it is two miles wide at its entrance, four miles above which it diverges into two extensive arms, upon one of which, about seven miles from the sea, the town of Sydney is built, on a peninsula affording abundant suitable situations for wharfs, dock-yards, &c. The surrounding country is one of the finest agricultural tracts in the island: the advantages for carrying on the fishery are excellent. The principal coal-works are carried on in the neighbourhood, where useful timber abounds. The vicinity of these works must eventually render Sydney a place of considerable importance.

All the settlements in Cape Breton have been made on the shores of the Atlantic, of the Gulf, and of the Bras d'Or. None have as yet been made to any considerable distance in the interior; and all the points on those shores fit for settlement are occupied. The line of coast from the Bras d'Or to Cow Bay may be called the coal coast, the whole range being faced with cliffs streaked with veins of that mineral.

The principal settlement is Sydney. There are several other small settlements along the shore, upon Lingen Bay, Windham River or Glace Bay, and Cow Bay, all of which have bars at their entrance, and are shoal harbours; but the adjacent lands are very fertile, and abound with fine timber. The settlers, consisting principally of the descendants of American loyalists, Scotch, and Irish, are industrious and comfortable. Miray Bay is a large arm of the sea into which falls the River Miray. This river, or rather succession of narrow lakes, has its source about forty miles in the interior, but its entrance being obstructed by a bar, its navigation does not afford all those advantages that otherwise belong to it: the lands upon it and around the bay are good, but the soil light: the best portion of it, consisting of about 100,000 acres, although granted some years ago to 100 individuals, has never been settled on or improved. There are several settlements on the bay, wherein agricultural operations are not considered as secondary to the fisheries. Beyond Miray Bay lies the small harbour of Menadon, or Main-à-dieu, on which is a settlement of active fishermen, who are also engaged in the coal and coasting trade from

Sydney to Halifax: this is one of the busiest and most thriving settlements in this part of the coast. Opposite this place is the island of Scatari, the easternmost dependance of Cape Breton; and Port Novy Land, or Cape Breton, from which the island has been named, the most easterly point of Breton Island itself. The once-famed harbour of Louisburg is utterly deserted; although capacious and secure, no settlement has been made upon it since the destruction of the town; and what was once, if not the largest, certainly the most splendid town of La Nouvelle France, is now without an inhabitant. Beyond Louisburg the deep bay of Gabarus opens; and from thence to St. Esprit there are three or four small fishing inlets. The tract of country from Miray to St. Esprit is of inferior quality, destitute of timber, barren, and hilly; and with the exception of a fine tract here and there, unfit for settlement, and uninhabited. At St. Esprit the country again improves; and upon the banks of the Grand River, and the chain of lakes out of which it issues, the soil is of an excellent quality, and is now being settled by Scottish emigrants.

From Grand River to the Gut of Canseau, the whole shore, including the Isle Madame, is of the same general character; it is indented by a great number of small coves and inlets, and occupied by Acadians, who are chiefly employed in the fisheries. The land on the whole of this part of the coast is of superior quality, and the settlements are populous and thriving. These are principally situated at Ardoise, River Tillard, River Bourgeois, False Bay, Grand Anse, the inlets on the northern shore of Lenox Passage (itself a harbour of great extent, separating Isle Madame from the main land), Inhabitants River, and Caribacou Cove, where this series of Acadian settlements terminates. A number of Scotchmen have settled at the upper end of Grand Anse Bay, and are chiefly engaged in agriculture, the land being very good; but the Acadians whom we have just mentioned devote themselves almost exclusively to the fisheries and the coasting trade. Both sides of Inhabitants River, which runs parallel with the Gut of Canseau for nearly fifteen miles, are settled nearly down to its mouth, and also across to the shore of the Bras d'Or Lake, and in the direction of the River St. Denis.

The Isle Madame, separated from the main land of Cape Breton by St. Peter's Bay and Lennox Passage, is about sixteen miles in length

and five in breadth, indented with numerous harbours, and possessing a tolerably good soil. It is situated near to the Atlantic side of the Gut of Canseau, and peculiarly calculated for prosecuting the fishery. The principal port is Arichat*, now, and for many years past, the seat and centre of the fishing establishments of the Jersey merchants, who export their produce hence to the West Indies, the Mediterranean, and the Brazils. It is a fine harbour, accessible at all times. The town is situate on the harbour, and is fast increasing in size, appearance, and population, and is the most important commercial port of Cape Breton.

The Bras d'Or shore of the southern division of the island is settled more or less along its whole length, commencing at that part of the Grand Lake called St. George's Channel, and bending round to St. Peter's; there are settlements every where, principally composed of Scottish highlanders, formed at various periods since 1800; and from St. Peter's, the coast, to the head of St. Andrew's Bay at Tweednooge, and thence again on the north side of that bay down to Benakady, the same settlements are continued along the shore, but do not in general penetrate far inland. To give a general idea of the settlements on this southern division of the island, it may be observed, that from the Little Bras d'Or to Miray Bay on the eastern shore, and thence to the Grand River on the southern shore, the settlements are scattered along the coast at every available part, the population being composed of English, Irish, Scotch, and American loyalists, mixed together, who are equally engaged in agricultural pursuits as in the fishery; that from Grand River the whole western coast to Caribacou on the Gut of Canseau, the settlements are all composed of Acadians, engaged principally in the fishery, coasting, and boat-building; and that the Bras d'Or coast is occupied by Scotch settlements, whose population is certainly agricultural, though partially engaged in the fisheries.

The northern natural division of the island commences at Ship Harbour, on the Gut of Canseau, from which to Port Hood there is no con-

* Some years back I sailed from Quebec to Arichat, and thence to Halifax, in a small schooner which belonged to the former port, and was somewhat peculiarly circumstanced: she was called the *Mother*, was commanded by the *father*, and navigated by his *three sons*; on her next voyage she was wrecked, and the whole family unfortunately perished.

siderable harbour, although there are several inlets. The land on the whole of this coast is good, and thickly settled by Scottish emigrants, who have extended themselves four or five miles inland all the way, and are employed in agriculture. Port Hood is a spacious, safe harbour, fit for the largest vessels, and is the most important place in the northern division. The courts, &c. are held here, and it carries on a considerable trade in agricultural produce to Newfoundland. From Port Hood to Marguerite, on the Gulf Shore, the same line of Scottish agricultural settlements continues upwards of thirty miles along shore, and extends some distance back towards the interior. These form the largest series of continued settlements in the island. The coast is high and bold; there are no harbours except that of Mabou, which admits only small vessels. Lake Marguerite lies between the Gulf Shore and the Bras d'Or, from which Salmon River runs into Port Marguerite. The land on both sides of this river for several miles, and along the coast northward for sixteen miles more, as far as Chetecan, the most northern settlement on this shore, is entirely settled by Acadians. These people, although necessarily agricultural, still devote much attention to the fishery. There is a considerable village at Marguerite, and the Jersey markets have an establishment at Chetican, in both of which places a considerable trade is carried on.

Returning to the Bras d'Or coast of this northern division of the island, the next considerable places of settlement after St. George's Bay are the Basin and River Denis and Brooklesby Inlet; the former is a noble harbour, where the timber-ships load, and where a ship-yard is established, wherein good ships have been built for British owners. The whole coast is settled by Scotch emigrants. The land is every where fit for agriculture; and as the settlements do not extend far back from the shores, there is yet a considerable quantity of disposable land in these districts. The same observations apply, in short, to the whole coast—on the Straits of Barra, from Whycocomagh Basin, Bernakady Bay, and the numerous creeks, inlets, and rivers branching out from and falling into them, the land is every where of good quality, agricultural settlements are very frequent, and their population is fast increasing in numbers and wealth. Without the Bras d'Or, is St. Anne's Bay, by the French called Port Dauphin. This is a fine harbour, about eight miles

in length and three in width, and afterwards branching out into two extensive arms. The whole country around the bay is settled by Scottish emigrants, whose chief employment is agriculture, as well as the fishery. The settlements on this bay, though founded scarcely ten years ago, are now amongst the most flourishing in the island, and the population marked for its industrious habits. The only settlements on this coast farther north are the Niganish Bay and at Aspey Bay, where there are a few families engaged in the fishery. With the exception of these settlements, the northern division of the island, from St. Anne's Harbour on one side and Cheticamp on the other, to Cape North, is wholly unoccupied, and little known, but it is represented as containing a considerable quantity of good land perfectly adapted for settlement. At this, its northern extremity, the island is only eight miles in width from Cape St. Laurent to Cape North. The shore between these capes forms a crescent, and the land sloping down to the shores of the bay is represented as possessing an excellent soil.

The island of Cape Breton, forming the eastern barrier of the gulf of St. Lawrence, commands the usual, and indeed (with the exception of the circuitous route of the Straits of Belleisle) the only access from the Atlantic by the Gut of Canseau on the south, and the passage between this island and Newfoundland on the north. It is, in fact, from its relative situation, the key of the Gulf of St. Lawrence; and being provided with excellent harbours, the naval power in possession of it will be the arbiters of the commerce of the Canadas, Prince Edward Island, and all the coast bounding that gulf.

CHAPTER VII.

Climate—Mines—Resources—Population—Agriculture—Fisheries—Trade.

THE climate of Cape Breton is very similar to that of Nova Scotia, and is considered by the inhabitants to be quite as conducive to health and favourable to agricultural pursuits as that of any of the British-American provinces. The winter lasts from the beginning of November to the end of April. The cold is sometimes intense, and has been known at thirty-two degrees below zero; $\frac{0}{20}$ is not uncommon, but the fluctuations are more frequent than on the continent; a partial thaw generally takes place every day, and the mercury, often, below zero in the morning, rises to sixty or seventy at noon. Frequent thaws of a fortnight's continuance are experienced in the winter, followed by renewed frost and snow, vicissitudes which render that season perhaps more disagreeable here than on the continental provinces. The summer months are usually dry and warm on the eastern coast, but rather moist on the western; fogs do not prevail in the eastern and northern parts of the island, but along the western and southern coasts they are more common. The mean heat in summer is about 80° in the shade, but it often increases to ninety-six (in the shade) and 120° in the sun. The spring, as in all cold countries, is short—the summer intensely hot—vegetation rapid—and autumnal maturity quickly succeeds; thus are three seasons all included between May and October. Planting and sowing take place in May—flowers are out in June—fruits in July—reaping engrosses August and September—all must be safe in October. On the whole the climate of Cape Breton is somewhat colder in winter and hotter in summer, more irregular, and therefore less pleasant than that of the neighbouring peninsula and provinces, although perhaps quite as favourable generally to health and agricultural productions.

The natural productions of this island are in all respects similar to those of Nova Scotia. The timber on the island is of a sturdy growth, and differs but little in its varieties and character from that of Nova Scotia; and it is every where very plentiful, and within reach of places of shipment.

The coal found in Cape Breton is of the best quality; a specimen has been carefully analysed, and found to contain only three-quarters of an unit per cent. of extraneous substance. Coal is traced in the western part of the island, on Inhabitants River, at Port Hood, and at Mabou. This field has never been worked or examined, but the indications are decided and numerous. The eastern, or Sydney coal field, is very extensive: it commences at Miray Bay, and follows the course of the shore all round to the Great Bras d'Or, being in length about forty miles, and averaging five miles in width. From a minute calculation, after deducting harbours, bays, and all other interpositions, it appears that there are 120 square miles of land containing available veins of coal. It is supposed the veins in many places run out into the sea ten miles from the shore. There are fourteen distinct veins, one over another, varying from three to eleven feet in thickness; and there are extensive works now carried on at Sydney Harbour and at Lingan by the lessees of the late Duke of York, Messrs. Rundell and Bridge. Gypsum is found in almost all parts of the island. In the Island of Boularderie it forms a cliff several miles in length, where large vessels may take it in. It is found at Bedique, at Whycocomagh on the River Denn, or Denis, at Barra Straits, at St. Anne's Harbour, at Aspey Bay, at Cape North, and at Plaister Cove on the Gut of Canseau, where great quantities have been annually exported. It is every where of the very best description, and may be conveyed immediately from the quarries on shipboard.

Several salt springs have been discovered; the principal at Bedeque, at Wagamatcook, at Whycocomagh, and other places on the Bras d'Or Lake. They vary in strength, producing from six to twelve per cent. of salt. Situated in the heart of the best fisheries of North America, and where coal is so abundant, the manufacture of salt promises to become hereafter a most valuable source of wealth to the colony.

Iron ore abounds every where in the coal field about Lingan, Sydney, &c., and at Cape North and Aspey Bay: specimens from the latter place have yielded sixty per cent. of pure metal.

The natural riches of this island seem to consist preeminently in its fisheries. There is no place along the coasts of America, with the exception of Newfoundland, where the fish is so abundant and so good, or which is so well adapted for taking and curing it. The fish, consisting of those varieties taken in Newfoundland—cod, herrings, mackarel, &c. swarm on the whole coast, and in all the harbours, exterior and interior. In fact, every farmer and settler in Cape Breton may, and in general does, become as much a fisherman as an agriculturist, uniting the two profitable occupations, drawing wealth alike from the land and the ocean.

The population of Cape Breton is, like that of Nova Scotia, a good deal mixed, being composed of Acadians, and people of Scottish, Irish, English, and Arminian origin. The most numerous are the Scotch, who spring principally from the Highlands. The Irish do not permanently settle in any considerable numbers, and the inhabitants of English descent are few. Next to the Scottish, the Acadians are the most numerous class; they are industrious and active, principally employed in the fisheries, preserving, but not in so marked a manner as in Nova Scotia, their own language, customs, and religion. The settlers from Scotland and of Scottish descent are equally noted for industry, uniting more than the Acadians do the occupations of farming and lumbering with the fishery. All the Acadians and the greater number of the Scottish are Roman catholics. Presbyterians are few in number, nor are the members of the church of England at all numerous. There is no public provision made to support the clergy of any denomination, and therefore every sect provides for its own pastors. From the absence hitherto of competent schools, there being merely one or two at Sydney and at Arichat, the native part of the population have been almost wholly without the means of becoming educated, and the population on the whole may be considered therefore as very badly provided with the means of acquiring even the first rudiments of education. The number of the inhabitants has been lately estimated as high as 30,000: in 1814 it was, upon a census taken that

year, rated at 8,000: it therefore appears to have more than trebled itself in about sixteen years. There are about 300 Indians still remaining in Cape Breton, which are included in the above-stated population: they are scattered on five small tracts of land reserved for them, upon which they grow maize and potatoes; some of them possess cattle, but their principal employment is hunting and fishing. They are generally stationary during the winter, remaining at their settlements; in the summer they wander along the shores, and skirt the inland waters of the island. All the distinctive traits of Indian character are softened down or lost, and they are a quiet, temperate race.

This island having been annexed to Nova Scotia in 1820, the government, laws, &c. are of course the same as in that colony. Indeed the laws and ordinances of Nova Scotia were, by an express act of the provincial legislature, extended to Cape Breton. It was erected into a county, and now sends two members to the House of Assembly; a number certainly not commensurate with its relative extent, population, wealth, and importance, in all which respects this island is probably equal to one-fifth of the whole colony, while its share of representation in the legislature is scarcely in the proportion of one-twentieth.

There existed a small revenue, arising from a duty of one shilling per gallon on imported spirituous liquors, collected before the island was annexed to Nova Scotia, which had been expended in local improvements, &c. That revenue, which continues to be exacted since the union, amounts to about four or five thousand pounds per annum, which sum is applied generally to the domestic purposes of the colony.

Agriculture is here quite in its infancy, and there are few persons whose pursuits are confined to that object, and none but the settlers who labour on their own lands find it answer at all. The soil, productions, and seasons are similar to those of Nova Scotia, and the system of farming less perfect, bears still a close analogy to that of the peninsula. The expense of clearing new land is about three pounds per acre, not including buildings of any kind. The wages of labour from twenty to thirty pounds per annum, besides board and lodging. Wheat is not very generally grown, but oats and potatoes are raised to a considerable extent, so

as indeed to afford a surplus of both for exportation. Live stock thrives as well as in the neighbouring colonies, and also affords a moderate surplus for export.

The colonists build all their own vessels in Cape Breton, and a few ships are annually built there for British owners. The number of registered vessels belonging to the island in 1828 was 340, varying from 30 to 200 tons; the average about fifty tons each. About fifty square-rigged vessels are built every year, besides schooners, shallops, and boats; the whole number of all descriptions is estimated at about 1,500.

The trade of the island is quite in its infancy: fish is the staple article of export. The principal establishments are at Arichat, Ship Harbour, Ardoise, Sydney, Menadon, St. Anne's, Marguerite, and Cheticamp. The mode generally is for the merchant to supply the fisherman with all necessaries, and take the fish in payment. The quantity of fish exported in 1828 amounted to 41,000 quintals of dried, and 18,000 barrels of pickled fish. Coal forms, next to fish, the largest article of export. The mines were for a long time worked on the part of the government; but since their occupation by Messrs. Rundell and Bridge, the quantity raised and exported has been very considerably increased, and will be still more so: from 15 to 20,000 chaldrons are annually exported, principally to Halifax and the United States. The timber trade is not so active as it has been; the facilities for shipping it are decidedly greater than in any of the continental provinces, and the quality of the timber itself is not inferior to any; yet there are not more than twenty to thirty cargoes annually exported. The export of gypsum has also declined, but not from any want or difficulty in the supply, for, as before observed, it is found in vast quantities, of the choicest quality, and can be shipped with the greatest facility. There is a partial export of agricultural produce, live stock, potatoes, oats, butter, cheese, and some beef and pork, principally to Newfoundland.

The principal imports consist of flour, rum, molasses, and British manufactures. This trade, both export and import, is carried on with the British North American colonies, Great Britain, and the West Indies. The amount and value in 1828 were as follows:

Exports.

			£
Dry Fish	41,000 quintals.	Value of Exports to Great Britain	7,500
Pickled ditto	18,000 barrels.	British America	55,000
Coals	10,000 chaldrons.	West Indies	5,500
Potatoes	12,000 bushels.	United States	1,000
Oats	5,000 ditto.	Other places	10,000
Train Oil	2,200 barrels.	Total value of Exports	79,000
Live Stock	700 head.		
Timber	10,000 load.		

Imports.

			£
Flour	40,000 barrels.	Value of Imports from Great Britain	22,000
Rum	40,000 gallons.	British America	50,000
Molasses	30,000 ditto.	West Indies	3,500
British manufactures		Sundries	500
		Total value of Imports	76,000

Showing a balance of trade in favour of the island.

Sydney was declared a free port in 1828, a circumstance which will no doubt be of infinite advantage to the development of the resources, and increasing the trade and wealth of the island.

About ten miles north-east from Cape North lies the Island of St. Paul, a barren precipitous rock, upon which numerous ships have been wrecked, and thousands of lives lost. From the high importance that attaches to this island for navigators, it is expedient to insert the following important reports, made and grounded on the information of gentlemen of science and experience.

"H. M. Sloop Columbine.
"Halifax, 20th October, 1829.

"SIR,

"I have the honour to represent to you, that having landed on the Island of St. Paul's on the 16th instant, in order to determine its geographical position, assisted by Mr. Jauncey, admiralty mate, with a reflecting circle, sextant artificial horizon of quicksilver, and chronometer, No. 102, being compared with our standard on board, that it lies in lat. 47° 12′ 38″ north, and long. 60° 11′ 24″ west of Greenwich. It being the most ad-

vantageous place in my opinion of all others in or about this great thoroughfare of shipping to erect a light-house, I was very particular in examining its local situation, whether a landing could be conveniently effected so as to supply a light-house with stores, &c. In standing close to its north-west and north-east sides in the ship, where we had been led to believe there was an anchorage, we had no bottom, with seventeen fathoms, at a distance of two cables' length from shore: but it has two coves, one on the north-east and the other on the north-west side; there is no possibility of landing at the former, the rocks being perpendicular, but at the north-west cove, which is an indent of about two cables' length, and about three cables' length broad, there is a shelter for small vessels, with the wind from south-west southerly to north-east, in ten fathoms, at two cables' length from shore (then Cape Breton will appear over the west side of the cove), the depth gradually lessening to five fathoms close to the rocks. At the north-east side of this cove there is a small creek, large enough for a line-of-battle ship's launch (a vessel about ten tons), to lie well sheltered, where stores could be landed whenever a vessel could show herself off this side of the island. The surface of the hills is covered with stinted firs, and between them are patches of fioron grass, which would feed cattle. The great mass of the island is composed of floetz stone (the stratum vertical), which seems to crumble away, and not very good for building; but there are here and there veins of red gneise or granite, from six to ten feet broad, running across the island from north to south. At the head of the north-west cove is a fine run of fresh water. In approaching the island from south-east and north-west, it appears in three hills, the highest being in the middle. At the head of the north-west cove, and about half a mile north-east from the middle hill, and near the brook of fresh water, is the spot where we took our astronomical observations. On the top of this hill is the site I humbly recommend to have a light-house built, its elevation being 229 feet above the level of the sea by our measurement; therefore a light-house 100 feet high could be seen over the other hills and from every direction, and ships could run boldly for it, and never could pass on either side in the fair way without seeing it. A light-house in this island would also answer to distinguish it from the neighbouring land during snow storms

FIGURATIVE PLAN, & VIEWS,

of the Island of

S.t PAUL,

Entrance of the Gulf of S.t Lawrence,

taken in Sept.r 1829 by COL.N JOS.H BOUCHETTE.

in Long.de 60 11 24. } Var. 28. 15. W.
Lati.de 47 12 38. }

by JOHN JONES Esq.r R.N.

1829.

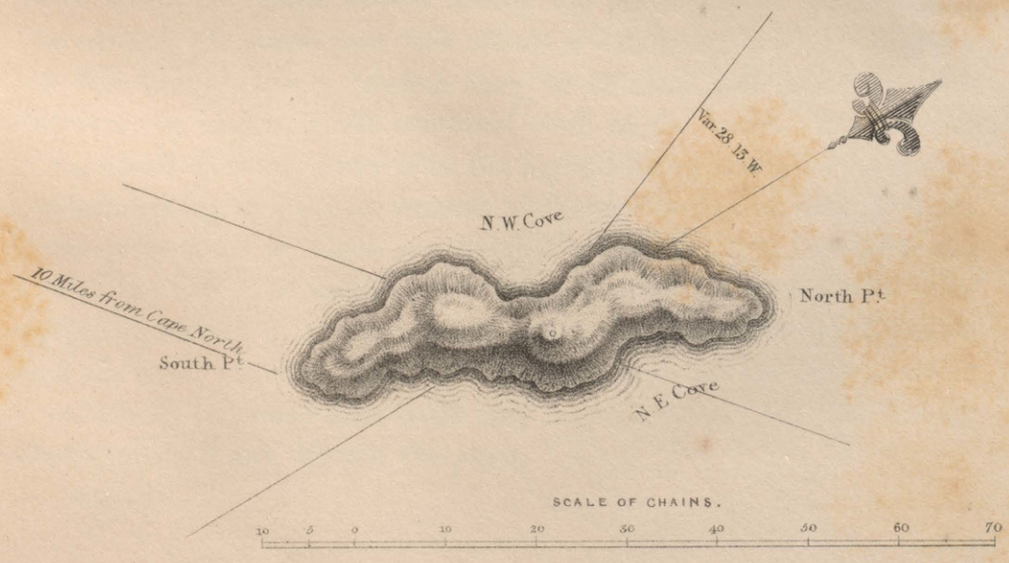
Site of the Light House summit is Hill 229 feet.



S.t PAUL'S ISLAND bearing N.W by N. distance 15. Miles.



S.t PAUL'S ISLAND, bearing W. S.W. distance 4 Miles.



Day & Haghe Lith.rs to the King 17. Gate St.t Linc. Inn Fields

and hazy weather in the day, as well as its light at night; and if there was a great gun to be fired, or a bell to be rung at intervals in foggy weather, it would show its position, and enable a ship to shape her course accordingly. The want of this I have no doubt has been the cause of many shipwrecks in the Gulf of St. Lawrence, south coast of Newfoundland, and Cape Breton Island, together with the extreme inaccuracy of the latitudes and longitudes of the different headlands, which has been proved by minute astronomical as well as chronometrical observations made on the spot at the respective headlands under your orders.

"I have the honour to be,

"&c. &c.

"JOHN JONES,

"Master — H. M. S. Hussar."

"To Rear-Admiral Sir Charles Ogle, Bart.
"Commander-in-Chief, &c. &c. &c."

"The Island of St. Paul, according to the most correct accounts that have been procured, lies in a direction north 73° east by the magnet, or north 52° east, true, from Cape North, the north-east point of the island of Cape Breton, distance ten miles to the southern extremity, being in length about a mile and a quarter from north to south, and inclining to the eastward at the north end; and in average breadth about a quarter of a mile. The margin is rocky and precipitous nearly all round, indented on the north-east and north-west sides by two coves, in both of which boats may obtain shelter during the prevalence of certain winds. The cove on the north-west side affords a small and bold beach, about 150 feet long, where a landing may be effected, but generally with difficulty, by reason of the continual swell of the ocean. The interior of the island rises into three hills, the highest being nearly in the centre, and terminating in a square summit of about fifty feet on each side, and nearly perpendicular, which is estimated to be about 258 feet above the level of the sea. The surface of the island is in general rocky, with some spots of marsh or bog, which probably supply the fresh water found issuing from the rock. Stunted fir and white birch trees are the only products of the island, but some drift wood may be picked up. It is not known what animals, if any, inhabit the place.

"There is good anchorage all round the island, and close in shore, which circumstance enables vessels to lie there with any winds by shifting their stations as the wind and weather require—a mode practised by the privateers of the United States during the last wars. There are tolerably regular soundings off the north-west side, at the distance of half or three quarters of a mile; on the north-east side a bank lies off about three quarters of a mile, with from seven to eight fathoms of water. The general depth of the soundings round the island, half a mile from the shore, is from twenty to forty, but the water soon deepens to one hundred fathoms. The current runs generally about four miles an hour, about south-south-east. There is a plentiful fishery of cod and mackarel round the coast of the island, and also an abundance of seals.

"The situation of this island, in the very entrance of the great thoroughfare leading from the Atlantic to the Gulf and River St. Lawrence, together with the abrupt nature of its shore and the depth of the sea around, admitting a ship to run her jib boom against the cliff before she strikes the bottom; the frequent fogs and tempestuous weather; the uncertain currents; and, at the opening of the navigation of the St. Lawrence, the large bodies of ice; all these circumstances combine with the inaccuracy of many of the charts in general use, to render the island of St. Paul probably the most dangerous to shipping that is to be found on the coast of British America. It has been the scene of innumerable wrecks since the first settlement of the colonies, many, perhaps most of which, are only told by the relics strewed upon the rocks. So constant are these disasters, that it is the custom of the inhabitants of Cheticamp (a French settlement on the north-west coast of Cape Breton) to visit the island regularly every spring for the purpose of collecting the spoil. Human bones are to be seen scattered in various parts, and very lately fourteen large anchors were counted lying at the bottom of the sea near the shore. The destruction of life and property on this fatal spot has been incalculable. For the future it might doubtless be prevented, in great measure, by the erection of a light-house, provided with a great gun or a gong, to be used in foggy weather. The central eminence, already mentioned, appears to be the best site for this purpose. Stone

may of course be procured in abundance on the island, but timber, and probably lime, with all other materials, must be imported, and can be supplied from Cape Breton.

"The following vessels have been ascertained to be among the number that of late years have met their fate on St. Paul's Island:

"The Horatio, of London	1823
A ship from Prince Edward's Island	December, 1826
The Canada, of Aberdeen	1827
Duncan, of Hull	1827
Venus, of Aberdeen	1828
Ship, name unknown	1829

"Not many years ago a transport, full of soldiers and their families, struck on St. Paul's, and went down; the bodies floated into all the harbours along the north-east coast of Cape Breton. Two hundred perished.

"Sydney, Cape Breton, 23d June, 1829.

"(True Copy) J. LAMBLY, H. M.
"Quebec, August 19th, 1829."

CHAPTER VIII.

NEW BRUNSWICK—The Territory on the Banks of St. John's—Madawaska Settlements—York—Sunbury—Queen's County—King's—St. John's City and County—Harbours, Roads.

THIS Province is situated between the parallels of latitude 45° 5′ and 48° 4′ 30″ north, and between 63° 47′ 30″ and 67° 53′ of longitude west from the meridian of Greenwich. It is bounded on the north by the Bay of Chaleurs, in the Gulf of St. Lawrence, and by the river Ristigouche, which in its whole course from its source to its estuary in that bay, divides the province on the north from the county of Bonaventure, in Lower Canada: on the south by the bay of Fundy and Chignecto, which indenting from the Atlantic, separate it from Nova Scotia, Cumberland Basin, a deep inlet from the latter bay, and by the boundary line drawn from Fort Cumberland to Bay Verte, in Northumberland Straits, which separates the county of Westmoreland in this province from that of Amherst in Nova Scotia. Its eastern boundary being Northumberland Strait, which flows between it and Prince Edward's Island, and the Gulf of St. Lawrence: its eastern limit, commencing at Passamaquoddy Bay, is the river Scodie or St. Croix, the river Chiputnetikooh flowing into the former, and a chain of lakes, the principal of which is termed Grand Lake, extending north-westerly to the source of the Chiputnetikooh, thence by the boundary line separating it from the United States' province of Maino, and from Lower Canada. The difference between the British and American commissioners as to the position of this line, the decision of the King of the Netherlands, the umpire agreed to, and the considerations enforcing the view of the British commissioners, have been amply treated of in an earlier part of this work, and therefore require no further mention in this place. To this province also pertain the islands in the Bay of Fundy as far south as the 44° 36′ of latitude north,



Drawn by a Lady.

On Stone by L. Haghe

NEW GOVERNMENT HOUSE,

Fredericton, N.B.

Day & Haghe Lith.rs to the King 17, Gate St.

the principal of which are Deer Island, Campo Bello, and Grand Monan. The superficial content of the whole province exceeds 27,704 square miles, comprising 17,730,560 acres.

In surveying this extensive and important portion of the British dominions, we are not guided by any of those continuous ridges of elevated land, by which nature itself separates one district from another, and which have divided and regulated some of our former descriptions. It is not less remarkable for all those grand features which stamp and characterize the operations of nature in this quarter of the globe, amongst them comprising many towering heights and precipitous elevations, but these being isolated and detached, rather claim our attention as they occur in following another species of division, than of themselves direct us in our general view of the province. As Mars Hill, however, is invested with a peculiar degree of interest, from the circumstance of its being the point fixed on by the British commissioners as the commencement of the range of highlands, forming the boundary of the United States, we will step a little out of our way to take a rather close survey of it. It is about five and a half miles to the west of the river St. John, about 100 miles above Fredericton. The mountain is about three miles in length, its lower base four and a quarter; it is very narrow and divided by a hollow near the centre; its highest elevation above the level of the sea is about 2000 feet, and about 1200 above the source of the St. Croix. The early part of the ascent is easy to the height of about half a mile, beyond which it becomes much more abrupt, and near the summit almost perpendicular. The prospect viewed from its crest is extensive and commanding, as it is the highest point in its vicinity. Immediately beneath stretches the vast forest of which the adjacent country is composed, whose undulatory swells, clothed with a brilliant green, resemble stupendous waves, the more elevated spots rising from the bosom of the others like towers above the ocean.

This conspicuous mountain lies west of and close to the meridian or exploring line, run from the source of the river Chiputnetikook, called the source of the St. Croix, and so determined by commissioners in 1798, and at which place a new monument or boundary was erected in 1817 (vide vol. i. p. 14), and from whence the

exploring line due north was run that year through the country, and passing east of Mars Hill at the distance of forty-one miles, and traversing the St. John at seventy-seven miles five chains, two and a half miles above and west of the great falls, and finally ending at the waters of the Ristigouche or Wagansis, at ninety-nine miles four chains. The year subsequent the same exploring line was prolonged forty-four miles beyond this point to the head waters of Mitis.

Having thus alluded to this extensive line traversing 143 miles and four chains of vast forests and wilderness, and intersecting in its course numerous rivers and streams, a few observations relating to the face of the country along its whole course may not be deemed unacceptable, also a table of barometrical and thermometrical observations, taken by us whilst running the line in 1817.

From the monument at the source of the St. Croix to Park's at Houlton Town, a distance of thirteen miles, the country is generally low, with the exception of a few gentle swells of land, becoming more conspicuous, however, in approaching Park's farm at Houlton town-road. From this fine elevated position the country can be viewed with great advantage, and especially the principal range of highlands, extending from Mars Hill west to the Catahden mountain, remarkable for its height and diversity of scenery, the land descending by gradual ridges and slopes towards Houlton town. The country from Park's to River Maduxnekeag is low and marshy, but in approaching the river the land rises, and its banks are high and steep, where the line traverses the river at seven miles north of Houlton town-road, which extends westward to a large bend of the river about five miles west of Park's farm, up to which place the author explored the river from its estuary in the St. John's.

This river has numerous windings, and spreads into several large and inferior branches. The chief fall is about three miles east of the exploring line, at which place there are falls of fourteen feet nine inches high, and a portage of sixty rods. It is rapid and shallow in many places, and contains numerous islands. Four and a half miles above the line are the settlements that connect with the Houlton town-road; from thence to Presq' Isle river the land ascends gradually, until approaching the river where the ascent is conspicuous. From the summit of the high banks of this river

Mars Hill is seen, bearing north 24° west, and a range of high lands stretching to the south-west, with other higher but more distant objects in the rear. From hence the land rises considerably, but on approaching Mars Hill it descends into a valley, until it again ascends at the river Goosequick immediately north of Mars Hill—then a most conspicuous ascent presents itself between the river and that of river des Chutes, which seems to connect with Mars Hill highlands. At this point highlands are seen at the distance of eight or nine miles in the direction of north-north-west and south-south-east; from hence the land ascends by gradual slopes towards the river Aristook, and where the line traverses the river there are two beautiful small islands, called Commissioners Islands; between this river and the St. John's, in the direction of the line, the land is extremely high, and more conspicuously so between the sixty-ninth and seventy-fourth miles, and like the other ridges of high land directs its course towards the south-south-west.

The generality of land throughout this large extent of country is of a good quality, fit for cultivation, and the timber is by no means inferior.

From the river St. John northward for a distance of about fourteen miles, the ascents and descents are not materially conspicuous, nor is the land of so good a quality as that south of the St. John, presenting however large tracts of pine ridges, also large swamps; the land again rises beyond the ninety-first mile on proceeding north, and is high in the vicinity of the Ristigouche or Wagansis, between which river and the head of the Grande River lies the Ristigouche portage, about seven miles in length, passing over fine elevated land, and strikes the head waters of the Grande River, which falls into the St. John below the Madawaska settlement.

This extensive line forms the base of a double row of American townships, laid out by the government of the province of Maine, seemingly granted for the support of agricultural societies, academies, colleges, &c.; these townships are named Westford, Groton, Houlton, Plantation, Williams, Framingham, Belfast, Limerick, besides one for the agricultural society. These eight townships are well situated, cover a fine tract of country, most abundantly watered by numerous branches

of the river Maduxnekeag and several small lakes: farther north along the exploring line are situated the townships of Portland, Bridgewater, Mars Hill, Durfield, and Westfield, composed of good land, and although uneven and mountainous, is fit for cultivation, and well watered by several branches of the river Presq' Isle.

There are at present some settlements in several of these townships, besides the chief one already mentioned, Houlton-town Plantation, and a road of communication is now opened from the Penobscot near Sunkaze stream, traversing diagonally a range of townships to the head of the St. Croix, and thence to Houlton-town, and is either continued or will be carried on to Mars Hill, opened as a military road; and as Mars Hill is a commanding position, it is probable the American government will avail itself of its advantages and position, and will occupy it accordingly.

Table of Barometrical and Thermometrical Observations, taken by the Author whilst running the Exploring Line northward from the Source of the St. Croix in 1817.

Date.	Place of Observation.	Time.			Weather.	Wind.	Barometer.		Thermom.	
		H.	M.	S.			Inch.	Thou.	D.	M.
July 10.	Long Island, 32 miles above St. John	12			rain	N.N.E	30	170	71	30
12.	Fredericton	12			..	..	29	970	84	
19.	At Eel River	11	30		..	calm	29	83	86	
20.	At Richard Smith's	10	15		..	S.W.	29	55	86	
23.	Near Houlton Town	10	20		clear	..	29	33	68	
..	Meduxnekeig Creek	9			..	..	29	50	66	30
..	Three miles on the Line	4	25		..	..	29	13	67	30
24.	Five and a quarter from the Monument	10	30		..	..	29	54	70	
..	Three from ditto	7			..	..	29	67	51	
27.	At Monument Camp	12			..	..	29	67	87	
..	Ditto	2	30		..	..	29	65	78	
..	Highland before Camp Ridge				..	..	29	660	77	
Aug. 3.	At Monument Camp	12			..	..	29	40	83	30
6.	One mile and a half from the Monument	6			..	calm	29	67	49	
..	Ditto at the Camp	1	45		..	S.W.	29	47	74	
7.	Ditto	6	40		..	..	29	65	60	
..	Ditto	12			..	calm	29	66	78	
8.	Ditto	9	15		cloudy	..	29	45	71	
11.	At Park's House	12			clear	N.W.	29	50	74	30
..	Ditto	5	40		..	calm	29	56	71	
12.	Ditto	8	15		rain	S.E.	29	48	60	
..	Ditto	5	10		..	calm	29	43	64	
13.	Ditto	12			..	..	29	45	65	

Date.	Place of Observation.	Time.			Weather.	Wind.	Barometer.		Thermom.	
		H.	M.	S.			Inch.	Thou.	D.	M.
Aug. 14	At Park's House	6	25		fair	south	29	42	66	
..	Ditto	8	10		..	..	29	50	95	
..	Ditto	11			..	S.W.	29	50	90	
..	Ditto	12			cloudy	..	29	62	86	
..	Ditto	4	20		..	W.	29	38	81	
15.	Ditto	9	24		rain	S.W.	29	9	69	
..	Ditto	12	45		..	..	29	40	77	
..	Ditto	4	30		cloudy	W.	29		76	
16.	Ditto	6	3		clear	N.W.	29	32	58	25
..	Ditto	6	10		..	..	29	30	54	30
..	Ditto	8	39		fair	N.	29	36	70	
..	Ditto	12			..	..	29	36	72	40
..	Ditto	6	15		..	E.	29	36	64	30
17.	Ditto	8	55		cloudy	S W.	29	30	71	20
18.	At five mile Camp	8	30		..	calm	29	37	74	30
..	Ditto	12			clear	..	29	32	81	10
19.	Ditto	8	36		cloudy	E.	29	92	65	10
..	Ditto	12	20		..	calm	29	92	74	10
20.	Ditto	9	10		rain	..	29	70	63	25
..	Swamp	12			..	..	29	43	59	
21.	At the seven mile Camp	2	30		..	..	29	29	66	10
22.	Swamp	12			cloudy	..	29	25	62	
..	Bottom of hill	2			clear	..	29	27	66	10
..	Top of hill	2	15		..	..	29	6	66	40
..	Rise of hill	1			..	..	29	22	76	30
23.	At Park's	9	35		cloudy	W.	29	35	61	25
..	Ditto	1	30		..	N.N.E.	29	32	59	
..	Ditto	6	30		rain	N.E.	29	20	53	35
24.	Ditto	12			..	..	29	20	50	10
..	Ditto	7			..	..	29	30	46	10
25.	Ditto	7	22		fair	calm	29	41	57	
..	Ditto	1	30		..	..	29	41	64	10
..	On the rise	6	15		..	..	29	87	47	10
26.	Swamp	12	30		cloudy	west	29	81	67	5
27.	On the rise	7	45		fair	N.E.	29	88	55	
28.	At Maduxnikeag	6	47		..	S.W.	30	4	47	
..	Ditto	12			..	calm	29	98	70	50
29.	Twenty miles from the Monument	8	5		..	N.W.	29	79	56	40
..	Top of the ridge	12	15		..	calm	29	81	66	5
30.	On the Island of Madox	8			..	..	29	95	60	20
..	Thirty-two miles from the Monument	12			cloudy	..	29	95	64	35
..	Bottom of the hill	2	15		..	..	29	91	66	
..	Top of the hill	2	18		..	..	29	89	67	25
31.	Three miles from north branch	8			..	N.W.	30		51	30
Sept. 1.	Ridge, 28 miles from the Monument	7	30		..	..	30	2	43	30
..	Rise, 28½ miles from the Monument	12	40		..	..	29	90	66	10
2.	Thirty miles from the Monunmet	8			..	W.	29	85	59	5
..	Rise, 31 miles from the Monument	12	45		fair	calm	29	72	74	45
3.	Rise, 32 miles from the Monument	8			cloudy	N.E.	29	57	60	
..	Top of hill, 33m. 52 chs.	10	40		..	calm	29	50	68	30
..	Bottom of ditto	10	45		fair	..	29	55	70	
..	Bottom of hill, 34 miles	10	50		..	..	29	55	69	
..	Top of ditto	11			..	..	29	46	74	40

Date.	Place of Observation.	Time.			Weather.	Wind.	Barometer.		Thermom.	
		H.	M.	S.			Inch.	Thou.	D.	M.
Sept. 3.	Top of the hill	12	19		fair	calm	29	30	74	40
..	Bottom of ditto	12	30		..	..	29	61	74	50
..	North side of the river, 36 miles	12	50		cloudy	..	29	70	76	30
..	.. ..				..	..	29	38	72	30
..	36m. 52chs. 50lks. descent	5			..	..	29	45	71	30
4.	Camp	7			..	..	29	58	61	30
..	Rise, 37m. 37chs. 60lks.	11	45		clear	..	29	50	72	30
5.	Camp, 38m. 30chs.	9	5		rain	..	29	60	65	30
6.	.. ..	7	45		cloudy	..	29	79	57	30
7.	Forty-one miles Camp	9			fair	..	29	92	59	
..	Top of a ridge	11	15		..	..	29	94	59	30
8.	Camp north of the river	6	15		..	..	29	96	60	30
..	Top of a ridge	6	20		..	..	29	93	41	30
..	At a small creek	7	15		..	N.	29	92	40	
..	On a rise	7	40		..	..	29	75	50	
..	Ditto	7	50		..	..	29	72	50	
..	Top of a hill	8			..	..	29	71	51	25
..	Bottom of ditto	8	18		..	..	29	66	52	20
..	Top of a hill	8	30		..	N.E.	29	57	54	
..	Top of the mount	8	40		..	..	29	55	54	
..	Bottom of ditto	9			..	..	29	57	56	30
..	Bottom of a hill	9	16		..	N.	29	54	57	10
..	Top of ditto	10	30		..	.	29	50	66	
..	Bottom of a hill	10	45		..	..	29	96	64	10
..	Creek ditto	11			..	..	29	87	67	40
10.	45m. 20chs. from the monument	7	46		cloudy	S.	29	69	61	50
..	Top of a ridge	8	17		fair	S.E.	29	61	61	30
..	Ditto	9	38		..	N.	29	31	63	
..	Bottom of a hill	10	19		..	..	29	42	65	20
..	Ditto	10	52		..	N.W.	29	37	65	35
..	Top of a hill	11			..	N.E.	29	35	65	40
..	Ditto	11	9		..	..	29	32	66	
..	Top of the rise	11	49		..	..	29	32	66	10
..	Bottom of ditto, a creek	12	3		..	..	29	42	65	
..	Top of a hill	12	11		..	E.	29	37	65	30
..	Bottom of a hill	12	39		cloudy	S.	29	37	65	30
..	Top of ditto	1			rain	S.W.	29	37	65	10
..	Bottom of ditto	1	19		..	..	29	43	67	
11.	Forty-nine miles from the monument	8	27		fair	N.	29	62	55	40
..	Bottom of a hill	11	16		..	..	29	62	60	30
.	Top of a hill	11	25		..	..	29	50	64	
..	Descent	11	30		..	..	29	44	61	30
..	Top of an ascent	12	43		..	..	29	48	64	10
..	Swamp	3	41		..	..	29	57	63	30
..	Top of hill	3	50		..	..	29	51	64	
12	Bottom	7	48		sultry	S.	29	40	61	30
..	Top	8			..	SE.	29	31	65	15
..	Bottom	8	22		..	..	29	42	60	25
..	Top	8	45		..	..	29	40	60	40
..	Bottom	9	17		..	..	29	48	63	
..	Top	11	47		..	..	29	53	67	
..	Bottom	12			..	..	29	65	67	30
..	Top	2	6		..	..	29	65	74	30

Date.	Place of Observation.	Time.			Weather.	Wind.	Barometer.		Thermom.	
		H.	M.	S.			Inch.	Thou.	D.	M.
Sept. 12.	Top	2	12		sultry.	S.E.	29	58	71	
..	Ditto	3	47		..	..	29	48	70	30
..	Bottom	4	12		..	S.	29	44	69	30
13.	Camp	7			cloudy	..	29	77	47	5
..	Rise	7	18		fair	N.E.	29	67	44	40
..	Top of hill	7	35		..	N.W.	29	53	43	30
..	Bottom of ditto	7	56		..	..	29	71	43	45
..	Top	10			..	..	29	76	49	25
	Ditto	1	20		..	strong	29	82	54	30
14.	Ristook Camp	12			..	S.W.	30	20	55	30
15.	On the line	2	45		clear	calm	30	20	62	
..	.. ..	4	7		..	S.W.	29	85	62	50
16.	On the line	9	10		cloudy	S.E.	29	80	62	50
..	.. ..	10	45		..	calm	29	75	63	
..	At the camp	5			..	..	29	57	70	
17.	Top of the mountain	10	15		..	S.S.E.	29	35	71	
..	Bottom of ditto	10	15		..	..	29	47	70	50
..	Ditto	1	5		..	calm	29	45	70	50
..	Ditto	3	10		clear	..	29	50	67	
..	At camp	3	10		cloudy	..	29	57	67	
18.	On the line	9	13		..	S.S.E.	29	40	60	
..	Bottom of a mountain	11	30		..	..	29	35	61	
..	Top of mountain	11	37		..	..	29	50	61	
..	Bottom of a mountain	1	18		..	..	29	37	62	
..	On the line	1	23		..	..	29	45	62	
19.	Camp	7			clear	calm	29	28	58	
..	Line	12			..	N.W.	29	65	62	
..	Ditto	3	15		..	...	29	70	60	
..	Camp	5	50		..	..	29	70	60	
20.	Ditto	8	11		..	calm	29	55	64	
..	Ditto	3	25		..	S.W.	29	53	63	
..	Top of hill	3	30		..	..	29	44	59	
..	.. ..	10	11		..	calm.	29	48	64	
..	.. ..	10	18			S.W.	29	55	63	30
21	70 miles 32 chains, at foot great rise	7	27	A.M.	cloudy	..	29	53	49	
..	Nearly rise of the hill	7	37		..	..	29	43	46	
..	Top of the hill	7	43		..	..	29	39	45	30
..	Still rising	8	10		..	..	29	38	45	30
..	Higher land east	8	23		..	..	29	36	46	
..	Supposed top of hill	8	36		..	..	29	34	44	33
..	.. ..	9	15		..	..	29	36	46	
..	Gradual descent	9	27		..	..	29	38	46	
..	Ditto	10			..	..	29	37	46	
..	.. ..	11	3		..	..	29	48	47	
..	.. ..	12	45	P. M.	..	..	29	52	50	
..	.. ..	3	25		..	..	29	49	51	
..	.. ..	3	35		..	..	29	45	50	
..	Top of hill, near brook	3	45		..	..	29	46	48	
..	At brook	5	5		..	..	29	57	48	
22.	Top of hill before brook				..	..	29	39	45	29
23.	Bottom ditto				..	..	29	44	50	30
Oct. 1.	Top of rise	9	56		clear	N.W.	29	23	38	
..	Bottom	10	15		..	..	29	34	38	

Date.	Place of Observation.	Time.			Weather.	Wind.	Barometer.		Thermom.	
		H.	M.	S.			Inch.	Thou.	D.	M.
Oct. 1.	Camp	4	40		clear	N.W.	29	24	52	
2.	Ditto	7	45		..	calm	29	28	29	
..	Top	11	30		..	N.	29	16	54	
..	Bottom	12	40		..	..	29	15	55	
3.	Camp	8	7		..	calm	29	17	51	
..	Ditto	2			..	N.W.	29	17	51	
4.	Ditto	8	5		..	calm	29	17	32	
..	Top of hill	11	7		..	N.W.	29	20	51	
5.	Camp	8	7		cloudy	calm	29	10	50	
..	Top of hill	12	15		..	..	29	15	57	
..	Bottom	2	7		..	..	29	17	60	
..	Descending	3	10		..	..	29	13	58	
..	Camp	5			clear	..	29	16	57	
6.	Wagansis	10			..	..	29	21	56	15
..	On the line	9			cloudy	..	29	17	44	
..	At the Grand River	9	15		..	..	29	30	45	
..	Top of hill	3	55		..	..	29		56	
..	Bottom	4	10		..	..	29	11	55	
7.	Ditto	7	45		..	S.E.	28	81	57	
..	Top	8	40		rain	..	28	78	53	
..	Ascending	9	10		..	..	28	80	54	
..	Ditto	9	30		..	..	28	82	53	
..	Top	9	40		..	..	28	87	53	
8.	Camp	9	45		clear	N.W.	28	80	48	
..	Top	10	30		..	..	28	76	44	
..	Descending	12	40		..	..	28	83	49	
..	Top	12	57		..	..	28	85	52	
..	Ascending	1	17		..	..	28	83	52	
..	Ditto	3	15		..	..	28	82	45	
..	.. ..	3	30		..	..	28	87	46	
..	.. ..	3	40		..	..	28	80	45	
..	.. ..	3	55		..	..	28	76	43	
..	.. ..	4	5		..	..	28	85	43	
..	.. ..	4	7		..	..	28	91	43	
..	.. ..	4	12		..	..	29	5	44	
..	.. ..	4	29		..	..	29	15	45	
..	.. ..	4	29		snow	..	29	18	46	
9.	Wagansis	8	10		cloudy	calm	29	21	32	
..	.. ..	9			..	N.W.	29		43	

The foregoing table is extracted from the field book of our operations as surveyor-general of the boundary under the treaty of Ghent, and it is inserted here with a view merely of showing the general state of the barometer and thermometer at the season of observation on that frontier of the province of New Brunswick, and not as a systematic series of remarks to ascertain heights, although taken with Inglefield's mountain barometer, which was used by us for that purpose upon that service.

On the opposite side of the St. John, at the distance of nine miles, is Moose mountain, nearly of the same height as Mars Hill; on the right lies the American plantation of Houlton, on the left the Restook range of mountains, and behind lie the lofty Katahdin and its subsidiary heights, stretching in the direction of the Penobscot. Mars Hill is a very conspicuous height from all the eminences in this vicinity.

In common with every portion of those regions, the province enjoys that grand advantage and distinguishing feature, abundant irrigation and water communication; not a section of it but is traversed and intersected by almost innumerable streams, whilst the greater rivers form accessible channels of intercourse from its heart to its extremities, and into the interior of the adjacent provinces; and bounded almost on two-thirds of its circumference by the ocean, it invites the commerce of the world. Vast plains, principally covered by immense forests of timber trees, forming in the early stages of colonization an important article of commerce, and indicating the richness and fertility of the soil, occupy the intervals between the scattered settlements; whilst the prosperous and flourishing appearance of the latter seem prodigal inducements to colonists to occupy the tracts of valuable land courting their acceptance.

The general face of the country may be described as composed of bold undulations, sometimes swelling into the height of mountains, and again subsiding to vale and lowlands, principally covered by noble forests, not so dense as to be inaccessible, diversified by occasional swamps, and tracts of level, settled, and cultivated country. The banks of the larger rivers for the most part disclose a country of the latter description, though in some places they are enclosed by lofty and precipitous rocks; whilst the abundance of inferior streams produces frequent slips or spaces of what is termed interval, which, overflowed by these during the wet season, become, at stated intervals, distinguished by extreme fertility. The borders of the rivers and the islets with which they abound furnishing extensive tracts of pasture, and flourishing crops of Indian and European corn, attest on multitudinous chosen spots the diligence of the husbandman, the general adaptation of the soil to the most profitable uses of agriculture.

As this province formed part of Nova Scotia up to a comparatively recent period, it is useless in this place to trace its history from an earlier date. It formed part of the territory granted by the charter of James I. to Sir William Alexander, and shared in all the vicissitudes of that possession, which have been noticed elsewhere, till 1784, when it was declared a separate province. In 1785, a separate constitutional charter was granted to New Brunswick, describing its limits, and Major-General Carleton was the first governor appointed. At this time the country was very thinly settled; its population being composed of merely a few French Acadians, who had clung to the soil through every difficulty and change of government, and some straggling settlers, whom the profits of the timber and fish trade had attracted from the New England States. Governor Carleton was invested with authority to locate the disbanded soldiers of the American war, and also the loyalists who had sacrificed to their fealty their former possessions; these laid the foundation of the present most advanced settlements. The strenuous efforts made by the first succeeding governors to improve the province, and the advantages held out by the timber trade, have, from time to time, drawn emigrants from Europe and America, which, together with the natural increase, have swelled the population to its present amount—large, indeed, as respects the extent of cultivated territory and its capabilities, but astonishing when we consider how few years back the entire province was but a vast unpeopled forest.

The following table will show the divisions and subdivisions of the province:—

Counties.	*Parishes.*	*Counties.*	*Parishes.*
York . .	Kent.	Sunbury . .	Lincoln.
	Wakefield.		Burton.
	Woodstock.		Magerville.
	Northampton.		Sheffield.
	Prince William.	Queen's County	Gage Town.
	Queensbury.		Hampstead.
	King's Clear.		Waterborough.
	St. Mary's.		Wickham.
	Douglas.		Brunswick.
	Fredericton.		

Counties.	*Parishes.*
King's County	Westfield.
	Greenwich.
	Kimpton.
	Springfield.
	Norton.
	Sussex.
	Hampton.
St. John	St. John, city.
	Portland.
	Lancaster.
	St. Martin's.
Charlotte	St. James.
	St. Andrew's.
	St. Patrick.
	St. David's.
	St. Stephen.
	Peanfield.
	St. George.
	Campo Bello.
	Grand Manan—Id.
Northumberland	Northesk.
	Alnwick.
	Newcastle.
Northumberland	Chatham.
	Gleneig.
	Ludlow.
	Nelson.
Westmoreland	Westmoreland.
	Sackville.
	Monkton.
	Hopewell.
	Dorchester.
	Hillsborough.
	Salisbury.
	Botsford.
Gloucester	Eldon
	Addington.
	Beresford.
	Bathurst.
	Saumarez.
Kent	Carleton.
	Harcourt.
	Huskisson.
	Dundas.
	Wellington.
	Liverpool.

As the principal settlements of this province are on the banks of the great rivers, and as, of these, the St. John's in every respect claims the pre-eminence, we shall, in our further account, trace the course of this river, noticing in succession the counties through which it flows, the towns, villages, and settlements on its banks, with all the other particulars of such counties as claim attention, and afterwards proceed to describe every other noticeable feature of the province, and the parts not comprised in our view of this most important tract.

This river intersects the province in or near latitude 47° north, and winds through it in something like a regular semicircle of about 220 miles in length, falling into the Bay of Fundy, in lat. 45° 20′ north. Its source is in the same chain of highlands as that of the Connecticut, in parallel of latitude not far north of the latitude of its estuary, whence it stretches northward beyond the forty-seventh degree, and then descending in a

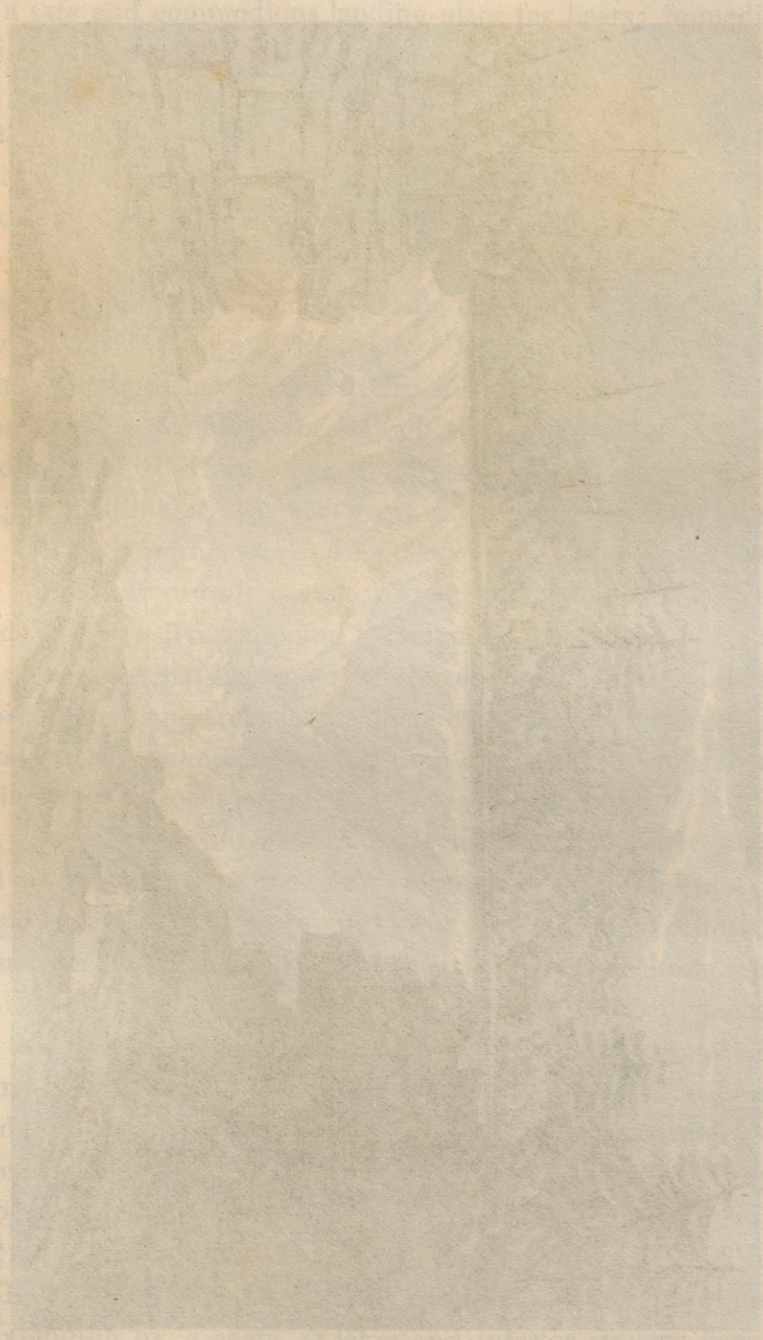
south-easterly direction, traversing New Brunswick, and performing a total length of course exceeding 350 miles.

Beginning then at the north-western extremity of the province, where it is entered by this river, on the line prescribed by the British commissioners, and near the point where it receives the waters of the Madawaska, the first settlement we meet with is that of Madawaska, in the county of York.

This county is bounded on the north by the river Ristigouche, on the south by Charlotte county, on the east by the county of Northumberland, south-east by the county of Sunbury, and on the west by the province of Maine, from the source of the St. Croix to Mars-hill, on a due north line, and thence by the division line between this province and Lower Canada. It extends on both sides of the river St. John, to the boundary of Sunbury county, two miles below Frederickton, the shire town, and also the capital of the province.

The Madawaska settlement is chiefly composed of French Acadians, formerly settled in the neighbourhood of Frederickton, whither they had been located by the British Government; but the tenure of their lands being little better than sufferance, when it became desirable to locate the American loyalists and the disbanded soldiers of the American war, they were dispossessed by the government of Nova Scotia; and after the separation of the provinces, invested by the government of New Brunswick with the lands they now hold at Madawaska, as a compensation. This settlement, though considered within the boundary of Lower Canada, has always been subject to the jurisdiction of the government of New Brunswick, being contiguous to the latter province, whilst it was, till lately, separated by an almost impenetrable barrier of wilderness from the former. The land on both sides of the river here is exceedingly fertile, and well adapted to the growth of wheat, which is assiduously cultivated by the inhabitants, who, after grinding it into flour, send considerable quantities to the market of Frederickton, where it meets with a ready sale, at an abundantly remunerating price.

Continuing its south-easterly course, the St. John's receives, a few miles below this settlement, the waters of the Grand River, which flows from the northern extremity of the county of York; and at the distance





Drawn by Gbl. Bouchette. J.& C. Walker Sculp.

The Great Falls on the River St. John, New Brunswick.

of about forty miles below this settlement are the Grand Falls. A sudden turn of the river, forming a little bay a few rods above the cataract, offers a safe and commodious landing-place for boats; immediately below this the river rushes with great fury over a rocky bed, till it is suddenly narrowed by the projection of the rocks ; from the western side it rolls with irresistible impetuosity over their ledges, and is precipitated in a perpendicular line forty-five feet into a narrow basin of pointed rocks, amidst which it foams and rages till it escapes through a narrow rocky channel, over a series of declivities half a mile in continuance, enclosed on each side by craggy cliffs, overhanging its course, and almost completely intercepting the view. Below the whole series of cascades is another small bay, in which are collected such timbers as have been committed to the falls; for though the trees are sometimes ground to powder in the whirling abyss, or are sometimes tapered to a point, and frequently broken, yet the great saving of labour induces many to incur this risk, rather than drag their weighty commodities over a distance of 100 rods of hilly portage. This bay is the station where all boats proceeding up the river stop and commence the portage. From St. John's to this place flat-bottomed boats of twenty tons burden ascend, but above the falls no craft larger than canoes is used. A mile below this landing-place commences a succession of rapids, whirling in a narrow bed amidst craggy rocks.

The river then takes a course, with some involutions, nearly due south, bounded on either side by precipitous eminences or dense forests, whose solemn gloom has not yet been cheered by the busy hand of man. Here is an abundant and inviting field for new settlements to an immense extent; for whilst the growth of timber proves the fertility of the land, the vicinity of the river affords a ready intercourse with the capital of the province, and the situation being on the direct road from St. John's to Quebec renders a constant communication through it inevitable—advantages which are constantly attracting new settlers, and hence tending to a rapidly progressive amelioration.

About ten miles below the falls, on the eastern side, is the mouth of the Salmon River, and twenty miles lower still that of the Tobique River, which extending by a chain of lakes and inferior streams from

the immediate neighbourhood of the source of the south-west branch of the Miramichi, to which there is a portage, constitutes a communication entirely across the breadth of the province from west to east, from the St. John's to the Gulf of St. Lawrence. The whole of the banks of this river are composed of good land, producing great quantities of the red pine, and affording fine slips of interval, whilst the islets in the river are most favourable for agriculture. A little above the mouth of the Tobique, on the opposite or western side, the St. John's receives the waters of the Ristook or Aroostook River, flowing from the interior of the state of Maine. The whole course of this river is considered to fall within the United States; there are, nevertheless, many British settlers on its banks, who are not restrained by this consideration from felling the timber. Hence the St. John, pursuing the same southerly course, is entered on the same side by the River des Chutes, and continuing the same direction to the point where it receives the Presqu'isle, on the same side the stream, winds through a chain of highlands, well settled on both sides by the disbanded soldiers of the 8th, 98th, and 104th regiments of the West India rangers and New Brunswick fencibles, and exhibiting every appearance of good cultivation and prosperity. Near the confluence of these rivers, on the western side of the St. John's, and on the south of the Presqu'isle, is a military post, situated on an elevated plain, and commanding an extensive view of the adjacent country. The settlements on the St. John's to this point constitute the recently erected parish of Kent, so called in compliment to His late Royal Highness the duke of Kent.

We have now entered the parish of Wakefield, which extends on both sides of the river in a southerly direction from the Presqu'isle to the adjoining parishes of Northampton on the east and Woodstock on the western side of the river. Wakefield settlement was originally begun by a few individuals who had drawn bad lots in the parishes below, and were tempted by the superior quality of the soil to move further up; the military post at the Grand Falls above them, and that at Presqu'isle, securing them from all dread of interruption by the Indians. They were considerably reinforced by a number of the non-commissioned officers and privates of the late New Brunswick regiments when those corps were

disbanded, and who were induced to prefer this location with a view to rendering the main route to Canada more easy and safe. The settlement generally, and especially those parts nearest the river, is in a very tolerable state of cultivation, which is rapidly extending towards the interior.

We now reach Woodstock on the western bank. At the upper or north-westerly extremity of this settlement, the Meduxnikeag River empties itself into the St. John's, at the distance of about fifty miles from Frederickton. This is a broad rapid river flowing in almost innumerable branches through the woody highlands, which form part of the disputed territory. It is here that the more grand and sublime features of the scenery of the St. John soften into the beautiful and the picturesque. The towering and abrupt eminences, the precipitous crags, the darksome and unpenetrated forests here open into smiling plains and cultivated farms; and the numerous beauties which nature has lavished on the scene, heightened by the hand of art, enrich the landscape with the cheering prospect of human comfort and prosperity. The land on both sides of the river is here well cultivated, whilst the numerous islands that stud its surface yield large quantities of hay. From this place to St. John's the river is navigable for rafts of all kinds of timber, here produced in almost inexhaustible profusion; and though the rapids may occasion some little addition to the labour, they offer no danger either to rafts or boats going down to the sea. The lands of this settlement are throughout excellent; they extend about thirty miles on the western bank of the river to Queensbury, and are traversed about the centre by the Eel River: the settlement is provided with a handsome church.

Although the present settlements are principally confined to the banks of the river—a situation invariably chosen by early settlers—they comprise a vast extent of country stretching westward and northward to the American line, the whole of which has been ascertained by explorers, as well from the quality of the timber it produces, as from other circumstances, to be equal in quality of soil to that already cultivated. The woods are open and easily traversable.

The parish of Woodstock, as well as the opposite one of Northampton, was established upon what were termed the upper blocks of land, laid out after the last American war for the officers and men of the

disbanded provincial regiments; but few of those to whom lots in a situation so remote devolved felt inclined to take possession of them. The establishment of the upper posts, however, having removed all apprehension of injury or depredation from the Indians, the settlers proceeded with a degree of alacrity which has been abundantly rewarded; and this district, which some years back was so wild and solitary as to be dreaded by travellers between New Brunswick and Canada, now affords convenient accommodation, and exhibits a scene of industry and cheerfulness. On the opposite shore is the parish of Northampton, to which most of the preceding remarks will apply: in produce and fertility it is similar to Woodstock, was similarly settled, and enjoys the same advantages.

The next parish to Woodstock on the northern bank of the St. John's, which from the Meductic rapids, between the parishes of Woodstock and Northampton, takes an easterly course, is Prince William. In this parish the land does not boast the same agricultural advantages that are met with in others, insomuch that the officers and men of the King's American dragoons, who were the original settlers, after making some considerable efforts to reclaim it, abandoned the attempt. It is wrong, however, to decide prematurely on the capabilities of soil; some of the most industrious and persevering, who chose to remain, have succeeded in producing tolerably good farms. The settlements here extend backwards to the Lake St. George, on the margin of which are several flourishing establishments. From this lake the river Pockuock discharges itself into the St. John's over a tremendous fall occasioned by the rocks and precipices that hem it in and narrow its channel.

On the opposite side of the river we find the parish of Queensbury, originally laid out for the Queen's Rangers, who have made so good a use of their advantages as to raise considerably more grain than they can consume; they have also erected many mills, and made meritorious exertions in clearing roads through their settlement.

Adjoining Queensbury, in pursuing the easterly course of the river on the southern bank, is King's Clear, which extends to the parish of Frederickton. It was first settled by the second battalion of New Jersey volunteers, many of whom still remain, and its vicinity to Frederickton has induced a number of gentlemen to settle in it. The front lots are

almost universally under cultivation. Another advantage enjoyed by this parish and that on the opposite bank of the river, which indeed is shared by the parishes before described, is the multitude of islands and strips of interval* with which the river abounds. The whole of these being annually overflowed by the river produce rich crops of grass and Indian corn. The principal islands are St. Anne's, Savage, and Sugar. At the foot of Savage Island, about six or seven miles above Frederickton, are the last rapids in our course towards the sea.

Opposite to King's Clear and Frederickton, on the north bank of the river, extending from the boundary of Sunbury County to that of the parish of Prince William, is St. Mary's, now divided into two parishes, one of which is named Douglas (in honour of the late lieutenant-governor),† which extends northward to the boundary of Northumberland and the source of the south-west or main branch of the Miramichi. It is traversed by two considerable rivers, the Madamkeswick and the Nashwak, which latter communicates by a portage with the Miramichi, thus affording an outlet into the Gulf of St. Lawrence. On the banks of the first river is the settlement of the York volunteers, and on the latter that of the forty-second regiment. The whole space between these two rivers is thickly settled and well cultivated; nor are the settlements confined to the front lots on the St. John's—they extend up both sides of the Nashwak to a distance of thirty miles, and boast a quality of soil equal to any in the province. There is also a settlement called Cardigan, in the rear of those on the Nashwacksis, formed by a number of families from the place of the same name in Wales, located by government in 1819. Though the navigation of the Nashwak is considerably interrupted by shoals and rapids, the inconvenience is compensated by a good road, running parallel with the river, to the portage before mentioned.

* As this is a word constantly occurring in these descriptions, it may be as well to explain the sense in which it is usually used. It applies to land so situated with respect to some adjacent stream or streams as to be occasionally overflowed by them, and thus to enjoy the advantage of alluvial deposits.

† General Sir Howard Douglas, Bart. This distinguished officer has done much for the province over the administration of which he was appointed to preside; and we note with satisfaction the nomination of an equally distinguished general officer, Sir Archibald Campbell, as his successor in that government.

We have now arrived at Frederickton, the seat of government and capital of the province, situated on the west side of the river, which again takes a more southerly direction, in latitude 45° 57′ north, 66° 46′ longitude west, and eighty-five miles distant from the sea-coast at St. John's. The situation of the town is peculiarly favourable, being on a flat fronting the river, which is here three-quarters of a mile wide, and, making an elbow, encloses the town on two sides, whilst on the land side the plain is likewise enclosed by a chain of hills, and opposite to it the Nashwak rolls its broad stream into the St. John's. To this point the river is navigable for vessels of fifty tons, and the town hence becomes the chief entrepôt of commerce with the interior, receiving and distributing large quantities of British merchandise, whilst the timber and lumber from the upper district are here collected before they are floated down to St. John's for exportation. The town is laid out in blocks of a quarter of an acre square, of which there are eighteen. The streets are disposed rectangularly, some of them being a mile in length, and for the most part continuously built, though the houses are chiefly of wood and of very irregular heights. The public buildings consist of the province hall, where the Provincial Assembly and Courts of Justice assemble; the offices of the surveyor-general and secretary of the province; the barracks, with adjacent storehouses; the county court-house, which is also the market; one church; three chapels for baptists, methodists, and catholics; a gaol; and a meeting-house of the kirk of Scotland. To these have recently been added a handsome college, of which we have given a view. The government house is a handsome building of three stories, with one wing and a circular stone portico; it is situated in a pleasant park, at the upper end of the town, and near the banks of the river; but though a creditable and comfortable building, it hardly comports with the resources and consequence of the colony, and will most likely be soon superseded by something still more worthy His Majesty's representative in that flourishing province. The accompanying correct view, for which, as well as for other views in New Brunswick, we are indebted to the politeness of an accomplished young lady, will give a better idea of its pretensions than any description of ours could do. The public institutions of Frederickton are a public library, a savings' bank, the Frederickton Emigrant Society, the New Brunswick Agricultural and Emigrant Society,



By a Lady.

Day, & Haghe Lith^rs to the King 17, Gate St^t Linc: Inn. F^ds

BARRACKS, AND MARKET HOUSE. FREDERICTON. New Brunswick.

a branch of the Society for promoting Christian Knowledge, the Bible Association of the city and its vicinity, and a branch of the Methodist Missionary Society.

The town is surrounded by a level plot of lowland extending over a surface of about four miles by two, on the sides not immediately bordering upon the river. It was founded by Sir Guy Carleton in 1785, shortly after the erection of New Brunswick into a separate province. It forms an admirable central depot for military stores, being eighty-five miles from St. John's, ninety from St. Andrew's, about as distant from Northumberland, 140 west of Fort Cumberland in Westmoreland, and from the upper settlement at Madawaska, about the same distance.

This concludes our account of the county of York, the population of which by the last returns was as follows:

Parishes and Settlements.	*Total Amount of Men, Women, and Children in* 1824.
Madawaska to the Great Falls	2297
Kent	2297
Wakefield	1010
Woodstock	816
Northampton	568
Prince William	545
Queensbury	716
King's Clear	832
St. Mary's	972
Frederickton	1849
	11,902

The content of the county is estimated at 7,848 superficial statute miles, and it returns four members to the General Assembly.

Next in our progress down the St. John's, which from Frederickton assumes a south-easterly direction, occurs the county of Sunbury, lying on both sides of the river, bounded on the north-west by the county of York, north and north-east by that of Northumberland, south by Charlotte County, and south-east by Queen's County. It contains four parishes —Mageeville and Sheffield on the north-east, and Lincoln and Burton on the south-west side of the river. The two first may perhaps be deemed the most productive tracts of the province. They are subject to the

same inconvenience that we have already noticed as incidental to the islands in the St. John's, viz. of being annually overflowed; but the consequence of this irrigation is so abundant a fertility as induces settlers to give it an eager preference. It is impossible to conceive a scene more luxuriant than these tracts exhibit in the season of harvest. Scarcely an unimproved spot is to be found on either bank of the river for twenty miles below Frederickton, the whole of which tract is connected by a good carriage road. These parishes have also the advantage of a string of islets in their front, productive as their own lands—more so it is scarcely possible they should be; and in their rear lie two lakes, the Magnapit and the French Lake, both abounding with fish. Mageeville possesses a church with a resident pastor; and in Sheffield are two meeting-houses, each having a domiciled minister.

On the opposite or south-westerly side of the river lie the settlements or parishes of Lincoln and Burton, separated by the Oromocto River, which flows in a north-westerly course from the lake of the same name, in the rear of the parish of King's Clear, till it reaches the St. John's at this point. Both these parishes are situated on highlands, with valuable slips of interval, the whole of which are in a high state of cultivation, besides considerable tracts of wild meadow, annually overflowed, producing an abundance of coarse grass and valuable pasturage for cattle. The settlements are by no means confined to the frontage of the St. John's, but extend on both sides of the Oromocto to a considerable distance inland. Abundance of materials for ship-building are found in the neighbourhood of this river; several large vessels have been constructed at its mouth, and large numbers of masts are annually sent to other parts of the country. The soil is also considered favourable to the production of flax and hemp. Burton has a church at the mouth of the Oromocto, the duty of which is performed by the rector of Mageeville, as also a court-house for the county courts. In the middle of the St. John's, opposite these parishes, are Oromocto, Middle, Major's, and Ox Islands.

The county of Sunbury is computed to contain 40,000 acres of pasture and tillage ground, and upwards of 20,000 of meadow land. It sends two members to the General Assembly. Next to Sunbury, and where the river again takes a more southerly course, is Queen's County, extending on both sides of the river, and bounded on the north-west by

Sunbury, on the north by Northumberland, on the north-east by Kent, on the south-east by King's County, on the south and south-west by Charlotte County: it contains four parishes—Gazetown and Hampstead on the south-east of the river, and Waterborough and Wickham on the other. Of these, Gazetown is the shire town, for which a plat of lands has been appropriated and laid out on Grimross Creek, about half a mile from where it communicates with the St. John. It has a handsome church with a resident clergyman, a court-house, and a gaol. The creek is about thirty or forty rods in width, and extends about three miles from the river, where it widens, and forms two lakes several miles in circumference, affording a secure and excellent harbour during the breaking up and running of the ice in winter, having depth of water sufficient for vessels of any burden that can navigate the river St. John. Another important advantage is its vicinity to the Washedamoak and Grand Lakes, on the north-east side of the river, by the former of which a communication is afforded to the north-east extremity of the county of Westmoreland, thence by the Petcondiac River to Chignecto Bay, or by the Shediac to Northumberland Straits; it is also the central station between Frederickton and St. John. A new parish has recently been erected in the rear of Waterborough and Wickham, called Brunswick, which comprises the settlements on the banks of the Washedamoak River. The produce of this county is various, comprising wheat, rye, maize, barley, oats, beans, flax, potatoes, and other common esculent roots and ordinary vegetables, all in the highest perfection. It affords abundant sustenance to horses, horned cattle, sheep, hogs, poultry, and from the excellence of its pasture produces a considerable quantity of butter and cheese. It is also believed that hemp might be most successfully cultivated in this district on the rich slips of interval and other fertile tracts; the want of persons skilled in the culture of that article, as well as the numerous other products offering tempting compensation to the farmer's care, have hitherto prevented its being produced in any considerable quantity. Timber of every description applicable to ship-building, such as masts, spars, &c. are also furnished by the woodlands in large quantities. Several ships, brigs, and schooners, have annually, for several years past, been

built in this district, the workmen being supplied with provisions by the inhabitants. Fish is also plentifully produced.

The Grand Lake, a conspicuous feature of this district, is situated in the parish of Waterborough; it is about thirty miles long and three miles broad, and its entrance lies at Jemseg, opposite to Gazetown. At this port is a depot of provisions for the accommodation of troops passing betwixt Frederickton and Fort Cumberland. On this lake and on the two creeks, named respectively Coal Creek and Newcastle, both emptying themselves into its basin, are extensive veins of coal, lying a few feet above the level of the water, and running horizontally and parallel thereto; they are worked by mines, and considerable quantities consumed by blacksmiths and other manufacturers, but they are not found to burn well in grates. A little further to the east, and opposite to Long Island, is the Washedamoak Lake, of dimensions nearly equal to the Grand Lake, and like it communicating with the St. John by a narrow water channel, navigable at the driest season of the year for such vessels as are usually employed in the main river. There is a communication between the Grand Lake, the Magnapit Lake, and French Lake, on the banks of all which there are several flourishing settlements.

At the head of the Grand Lake enters a large stream, called Salmon River, flowing in different channels from the neighbourhood of the Miramichi and Rictubuctoo Rivers, with both of which there are communications by easy portages of from three to seven miles. Rugged as was the wilderness on which the settlements of this county were originally made, scanty the number of labourers who would undertake to reclaim them, and ill provided with means as those settlers were, being principally composed of indigent American loyalists with large families, the number of well-cultivated farms, with neat dwelling-houses and well-stocked barns, thriving orchards, numerous flocks and herds, and large exports, prove not only the patient industry of those who have raised an oasis in the desert, but also the fair and fruitful field still open to the cares and exertions of others. This county contains about 1,520 square miles, and it sends two representatives to the General Assembly.

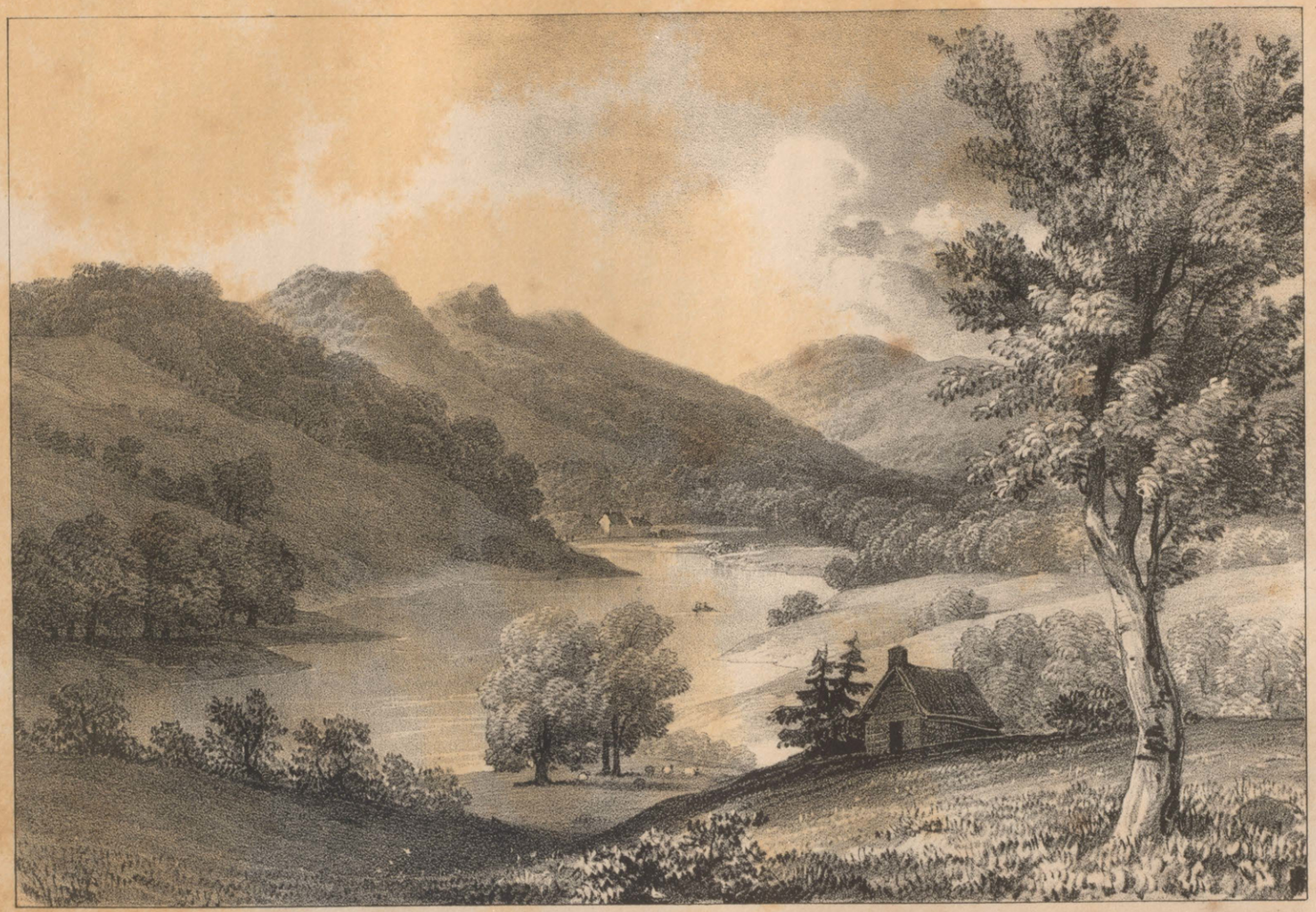
Next on the descent of the St. John, the long reach of which takes

a rather westerly direction, whilst the Bay of Belle Isle stretches up into the country towards the north-east, occurs King's County, bounded on the north-west by Queen's County, on the north-east by Westmoreland, on the west by Charlotte County, south and south-east by St. John's County. It embraces the whole of Belle Isle Bay, the long reach of the St. John, and the estuary of the Kennebecasis, including Long Island and Kennebecasis, and comprises seven parishes—Westfield, Greenwich, Kingston, Springfield, Norton, Sussex, and Hampton. The largest of these is Kingston, which is quite a peninsula, enclosed by the long reach and Belle Isle Bay on the north-west and south-west, and by the Kennebecasis on the south-east, communicating with the main land only in a north-easterly direction, where it adjoins the parish of Sussex. In the centre of this parish a plat has been laid out for a town, which already can boast a handsome church, with a resident minister, a court-house, and a number of neat buildings. Kingston does not enjoy that degree of fertility which characterizes some of the neighbouring tracts; for though almost surrounded by water, it is not intersected by that abundance of streams which produces interval-land. The parishes of Sussex, Norton, and Hampton, lying on the north-east side of the river, are better cultivated and more productive; the two former are traversed in their whole length by the Kennebecasis, which takes its source amidst the highlands that bound Sussex Vale, in the immediate neighbourhood of the source of the Petcondiac. Hampton is likewise intersected by the Hammond River and its various branches, till it loses itself in Darling Lake, communicating with the spacious estuary of the Kennebecasis. But perhaps no part of this tract of country has exhibited a more rapid improvement, or can boast a more substantial degree of prosperity, than the parish of Sussex. A few years back, and it was the most forlorn and dreary part of a vast desert, exhibiting no other marks of the hand of man but the trunks of enormous pines encumbering the ground, blackened by fire, and lying in heaps: persevering and active industry have now transformed it into a lovely and luxuriant valley, smiling with abundant harvests and rich pastures; numerous houses, barns, and other domestic establishments attest the prosperity of the inhabitants, whilst their roads, bridges, and public works evince their public spirit. At Sussex Vale is a decent

church, erected by the inhabitants without any assistance from government; also a handsome academy for the purpose of civilizing and educating a certain number of Indians. The River Kennebecasis is navigable twenty miles for vessels of any burden, thirty miles for vessels drawing seven feet water, and thirty miles more for flat-bottomed boats. The produce of this county consists of the same articles enumerated in our account of Queen's County, and in equal abundance. Numerous large vessels are also annually built on the Kennebecasis, and the vicinity of St. John's affords a ready outlet for every species of merchandise. A high road runs from Kingston, nearly parallel to the Kennebacasis and Petcondiac Rivers, at a short distance from their banks, through Sussex Vale into the head of Westmoreland. Fifty miles from the mouth of the Kennebecasis are two large quarries of gypsum. This county contains about 1,335 square miles, and it sends two representatives to the General Assembly.

We now come to the county of St. John, the last on the line of the river, being bounded on its whole length south and south-easterly by the Bay of Fundy, on the north and north-west by King's County, on the east by Westmoreland, and on the west by Charlotte County. It is divided into four parishes—that of the city of St. John, the parishes of Portland and Lancaster, and that of St. Martin's. A few miles above the city of St. John the river is contracted from the spacious opening of Kennebecasis Bay, and its channel runs over and amongst a bed of rocks, which seem as if, having been undermined by the current itself, they had been detached from the land, and had fallen into it. These constitute what are termed the little falls, which, though there is no considerable descent, occasion a tremendous roaring and foaming of the river, from the narrowness and rudeness of the channel; shortly beyond, the river forms the Harbour of St. John, and falls into the Bay of Fundy in latitude 45° 20′ north.

The city of St. John is situated on a peninsula projecting into the harbour, at the mouth of the river of the same name; its latitude 45° 20′ north, longitude 66° 3′ west. It stands on rugged, rocky, and uneven plots of ground, the general character of that in its vicinity, and contains about 700 houses. The streets are laid out at right angles, and in many parts display fine ranges of building, which are now principally of brick.



Day & Haghe, lith.r to the King, 17 Gate St.t Lincs Inn f.ds

ON THE KENNEBECKASIS near S.t JOHN.

Considerable pains have also been taken to level and smooth the rugged rocky surface, so that there is now a good carriage road through most parts of the city, though it occasionally is carried up rather steep ascents. The city is divided into what are called the upper and lower coves by a projecting rock, the latter of which is the more backward in improvement; government however, by building a new range of barracks on the point, have materially contributed to better its appearance. The principal of the wharfs and warehouses are situated in the upper part of the city, where consequently the traffic is most considerable.

"The city of St. John contains two churches, on the eastern side of the river, one of which is neatly finished and has an elegant organ; a handsome kirk, belonging to the members of the church of Scotland; a catholic chapel, two methodist chapels, and a neat baptist meeting-house. The other public buildings are a poor-house, a gaol, a marine hospital, two handsome ranges of barracks at the lower cove, with government store-houses, &c.

"A square near York Point, reserved for a market, has an old building in the centre, the upper part of which has served for many years as a court-house, and the under part as a flesh-market; a fish and vegetable market having been lately built contiguous to it, at the edge of high-water mark, and a handsome flesh-market in the lower cove, which are well supplied. King's-square is situated on the height of land in King-street, and is reserved for public use. It is a very pleasant situation, commanding a fine view of the city and harbour. It is in contemplation to erect a court-house on the east side of this square, on a liberal scale. Queen's-square is situated in Duke's Ward, and is also reserved for public purposes.

"The public seminaries in St. John's are a grammar school, the Central Madras School, and a number of Sunday schools. There are two public libraries in the city, a vaccine establishment, three printing-offices, with the following religious, humane, and useful societies:— a branch of the Society for Promoting Christian Knowledge; the New Brunswick Auxiliary Bible Society; St. John Sunday School Union Society; St. John Religious Tract Society; St. George's, St. Patrick's, St. Andrew's Societies, instituted for the purpose of aiding their re-

spective countrymen in distress; New Brunswick Society for the Purpose of Improving the Breed of Horses, and other Cattle; Female Benevolent Society for the Relief of Indigent Females, and a branch of the Wesleyan Missionary Society.

"A provincial Bank is established here, with a capital of £30,000, increased by an act of the legislature of 1825 to £50,000. A Marine Insurance Company and a Water Company have lately been incorporated; the latter is not yet in active operation. There is a Chamber of Commerce for the regulation of the trade of the city, and a Savings' Bank for depositing the small savings of the labouring classes. Carleton, on the opposite side of the river, is comprehended in the limits of the city. It is situated on the point fronting Navy Island, and comprises the ruins of old Fort Frederick. It contains a neat church, a meeting-house, with several fine buildings.

"St. John being an incorporated city is governed by a mayor, recorder, six aldermen, with an equal number of assistants, under the style of 'The Mayor, Aldermen, and Commonalty of the City of St. John.' The other officers are a sheriff and coroner (who likewise act for the county), a common clerk, a chamberlain, a high constable, six inferior ones, and two marshals. The mayor, recorder, common clerk, sheriff, and coroner are appointed by the governor, and hold their offices during his pleasure, from year to year. The aldermen, assistants, and inferior officers are chosen annually by the freemen of the city; the chamberlain is appointed by the mayor, recorder, aldermen, and assistants in common council. The mayor appoints the high constable, marshal, criers, porters, bellringers, &c.

"The mayor or recorder, with three aldermen and three assistants, constitute a common council, with power to make laws, ordinances, &c., which are to remain in force for one year only, unless confirmed by the governor in council. They also constitute a court of record, or inferior court of common pleas, for the city and county of St. John. The mayor by virtue of his office possesses extensive powers, such as making free citizens, regulating the markets, &c.; and the aldermen are justices of the peace for the county as well as for the city of St. John. The corporation have at their disposal an annual revenue of about £2000 for the

improvement of the city. It must, however, be observed, that no great attention has yet been paid to ornamenting the city. A few seats have, however, lately been begun on the marsh near the city, which will soon make an alteration in the appearance of the suburbs *."

The port of St. John, the principal harbour in this county, and indeed on the whole line of coast, is convenient and safe, and sufficiently deep and spacious to accommodate a considerable number of vessels. About the centre of the entrance is a small island, called Partridge Island, on which is situated a light-house, and further in the harbour a bar, extending across from the western side beyond the point of the peninsula on which the city stands. This bar is furnished with a beacon; it is entirely dry at low water, though in the channel there is a sufficient depth for large ships. Within the harbour is a valuable fishery, in which are annually taken from 10 to 15,000 barrels of herrings, from 2 to 3000 barrels of salmon, and from 1 to 2000 barrels of shad. A profitable cod fishery might also be carried on without its limits, but little care has hitherto been bestowed on this object. The ebb and flow of the tide in this harbour is from sixteen to twenty-four feet perpendicular; and one of its most important advantages is, that in the most severe winter it is free from the encumbrance of ice.

The imports into this city consist chiefly of British manufactures and colonial produce; the exports, lumber, fish, furs, lime, with which the rock forming the basis of the town abounds, masts, spars, and other timber, in such proportions as are pointed out in another part of our account of the province. The fortifications in and near the city are not important; the principal is Fort Howe, situated in the parish of Portland, about a mile distant from the centre of the city, mounting about six pieces of from six to eighteen pound calibre, and two small mortars. There are likewise three small block-houses—one near the fort, another near the King's-square, in the centre of the city, and a third at the point below it, mounting a few guns and mortars.

* "Sketches of New Brunswick, &c. By an Inhabitant of the Province. St. John, 1825."

Near the last-mentioned block-house are three small batteries called Prince Edward, Fort Frederick, and Grave-yard; upon the height, beyond Fort Frederck, a fourth block-house has been erected; the whole mounting about twenty guns of from six to twenty-four pound calibre, and a few mortars and howitzers: there is also a small fort on Partridge Island, furnished with two or three guns. Near Fort Howe is a range of very old barracks, with a commissariat store-house and fuel-house, from which extends a wharf, where vessels drawing no more than seven feet water may at high tide discharge their cargoes along-side, but for the unloading of all others scows or boats must be used. In the neighbourhood of the city are five saw and two grist mills, which are a great accommodation to the inhabitants; and also an extensive salt marsh, partially diked, the convenience of which is materially felt. The artillery barracks are in the city, in the main street, near the lower cove; the ordnance stores front upon Union-street, near the upper end of the town. The city of St. John's is plentifully supplied from the adjacent counties with all kinds of butchers' meat, vegetables, fruit, poultry, and wood during the summer months, and before the formation of the ice, and whilst it is sufficiently formed to afford a means of communication; during the spring months the supply is less abundant. Fish is generally rather scarce.

The other parishes of this county are but thinly settled, the habitations being principally confined to the sea-coast, where the advantages of the harbours make them a medium of communication with the interior. The principal harbours of this county, besides that of St. John, are Quaco, situated about forty miles north-easterly from St. John, up the Bay of Fundy; Manawaganiche, in the same bay; the Musquash Cove; the Dipper and the Little Dipper Harbours, situate a few miles to the westward. They are all small, but afford safe anchorage to vessels of from 300 to 400 tons, and at all these places are settlements in a flourishing state. Agriculture has recently occupied a good deal of attention, and is rapidly improving; and the country adjacent to the shore is considered to be rich in minerals.

Abundant as are the water communications throughout the vast

tract of country we have now traced, viz. the whole course of the St. John's from Lower Canada to the Bay of Fundy, there are likewise roads wherever a chain of settlements has shown the expediency of communication between one place and another. It cannot be said, however, that these roads are continually efficient, or can be calculated on as a constant practicable mode of conveyance. Few of them are passable for carriages for any continuous distances, and at many seasons of the year they are totally untraversable. The principal causes of these deficiencies are the facilities of water-carriage; but the roadways are cleared and the foundations laid, and as the population of the settlements increases, they must, for mutual accommodation, be progressively perfected. The most important of these, perhaps, is the post road from Nova Scotia to Canada, which traverses this province diagonally from the city of St. John, and nearly parallel to the river. This road, which runs on the western side of the river, is passable for carriages as far as fourteen miles above Frederickton, to which place the distance is eighty-two and a half miles: but it is only in summer that it is practicable; in spring and autumn it is very wet, and in winter the only mode of communication is by the ice on the river. From Frederickton to the Great Falls is passable only for foot-passengers. The distances by this route to Quebec are as follows:

To Frederickton	82½ miles.
From Frederickton to Presqu'isle . . .	84
From Presqu'isle to the Great Falls . .	52
Thence to the Madawaska Falls . . .	45
To the River du Loup	84¾
Thence to Quebec	107¼
	455½

There is likewise a road on the eastern side of the river, by which the distance to Frederickton is increased to eighty-six miles; but this extends no further than the Meductic Rapids, in the parish of Northampton.

Almost all the great streams have, in like manner, a road running near and nearly parallel to them, which usually joins with the road of the nearest river on any great line of communication. Such is that which, running side by side with the Nashwak River, joins the road of

the south-west branch of the Miramichi, thus forming a line of communication from Frederickton to Miramichi Bay in the Gulf of St. Lawrence; also that which, skirting the Kennebecasis in its whole course, communicates with that which accompanies the channel of the Petcondiac. A like road attends the course of the Oromocto; and in fact there is no chain of settlements in any part of this tract which has not a similar mode of communication, accompanying and supplying the deficiencies of those water channels, which are a preferable medium for the transportation of heavy merchandise.

CHAPTER IX.

Charlotte County—Campo Bello—Grand Manan and Deer Islands—Westmoreland, and the remaining Counties—Miramichi Conflagration.

TURNING to the westward from the St. John, on the southern boundary of the province, we come to Charlotte County, which is bounded north by York, Sunbury, and King's counties, east by St. John's, south by the Bay of Fundy and Passamaquoddy Bay, and west by the St. Croix, which separates it from the United States. It contains eight parishes, viz. St. James's, St. Andrew's, St. Patrick's, St. David's, St. Stephen's, Pennfield, St. George's, and comprises also the Island of Campo Bello. Of these the principal is St. Andrew's, which is the shire town. It is situated at the north-eastern extremity of Passamaquoddy Bay, on a narrow slip of lowland fronting on the bay, at the distance of sixty miles from St. John's, and three from the American shores. In its rear rises a range of highlands; its two principal streets run parallel to each other the whole length of the town on its water front, and are intersected by several others crossing them at right angles. They are almost entirely built up with substantial houses of decent appearance. It has a church of the regular establishment, and one of the kirk of Scotland, presented to that community at his own expense by Mr. Christopher Scott. There are also a court-house, a gaol, a grammar-school, and many handsome private buildings. There is a chamber of commerce, an Agricultural and Emigrant Society for the county, a savings' bank, and a Bible Society; also barracks and commissariat stores. The military force stationed here is trifling. There are no fortifications but two small block-houses and two batteries, composed of half-a-dozen pieces of ordnance. As a frontier town on the United States, in the event of hostilities with that power its means of defence would become an object of important consideration. It is conveniently situated for commerce, and especially for the fishing-trade, which is carried on here to a large extent, for which the neigh-

bouring islands afford many facilities, and abundant supplies of cod, haddock, &c. are yielded by the adjacent waters. The lumber trade is also actively prosecuted here, and ship-building carried on to a considerable extent.

The communication with St. John's is principally by water, though there is a good road passing round the head of Passamaquoddy and Mace's bays, and crossing the Magaguadavick River in the parish of St. George, in the immediate vicinity of Trout Lake. The whole of this line of road is pretty well settled. The principal settlements are on the River Dignadegwash, about twelve miles from St. Andrew's, at the Magaguadavick Falls, four miles further, on Lake L'Etang, at Beaver Harbour, and at Dipper Harbour; all those situated near the banks of rivers, extending some miles on their shores up the country. There is also a main road to Frederickton, passing through all the principal settlements in that part of the country; to that on the Magaguadavick River, on a north-easterly course, the distance thirty-five miles; to the Oromocto settlements, thirty-five more: it then follows for about twenty miles the course of the Oromocto nearly due north till it reaches the banks of the St. John's, and thence to Frederickton, on the banks of the river, ten miles. There is a considerable quantity of reserved crown lands in this parish, completely surrounding the town on the north and south-east sides; they are most desirably situated, commanding beautiful views adjacent to the lines of the principal streets, and well watered by numerous streams. There are one grist, and four saw-mills in this parish.

The town of St. Andrew's is abundantly supplied with provisions of every description, and provender for cattle, at very moderate prices. In 1824 its population amounted to 2,268 souls, but at present it may be said to be about 5,500.

The parishes of St. David and St. Patrick, on the east and north-east of St. Andrew's, are pretty thickly settled, and are furnished abundantly with saw-mills, by which means large quantities of boards are annually cut here, supplying a most desirable and necessary article to new settlers, besides feeding an important branch of trade. In the latter parish a considerable quantity of wheat and Indian corn are raised.

St. Stephen's parish, on the west, is also remarkable for the quantity

of lumber it furnishes, the activity of its saw-mills, generally situated on the Schoodiac River, and the quantity of boards they produce, amounting to some millions of feet in the course of a year. This parish likewise comprises a considerable number of farms in good cultivation. An average of 3000 barrels of alewives are annually taken at the falls of the Schoodiac.

The parish of Pennfield, which forms the easternmost division of the county, though of wide extent, is thinly settled. The inhabitants are principally quakers, and are settled on fertile tracts of land. The sawing of timber into boards by means of mills seems here likewise to be the chief employment of their industry. Several vessels have also been built here, at the mouth of the Poklogan River; but the population of the district is thin.

The parish of St. George is in the very heart of the county, and is traversed in its whole depth from Lake L'Etang to its northern limits by the river Magaguadavick. This river was formerly contended by the Americans to be the true St. Croix, and consequently the western boundary of the province of New Brunswick—a claim, could it have been substantiated, which would have given to them all the valuable tract of country lying between this river and the Scodic. This parish is rapidly rising into importance; the tilled lands yield very fair crops of wheat, oats, potatoes, and flax, but are not favourable for pasturing cattle. Large quantities of fish, which are annually caught in the lake and river, and cured, form an article of extensive internal commerce as well as of exportation. Lime has also been produced and manufactured here to a considerable extent. The chief wealth, however, of the district consists of the immense quantities of excellent pine which are found in the interior parts of the parish; they are admirably adapted for masts and spars, of which they furnish an almost inexhaustible supply. This, together with a vast produce of other useful timber, furnishes constant employment for a considerable number of saw-mills, which cut up annually from 3,000,000 to 4,000,000 feet of deals and boards. This profitable application of human industry has spread wealth through the parish, now perhaps one of the most flourishing in the province.

Appendant to the county of Charlotte are the islands of Campo Bello and Grand Manan, and Deer Island. The former was a few years

back constituted into a parish, including all the smaller islands in Passamaquoddy Bay; its length from north to south may be estimated at eight miles, its average breadth about two miles, and its superficial contents about 4000 acres. It might, with little expense, be so fortified as to render it impregnable. It is for the most part in a state of cultivation, and other tracts of it are very capable of tillage. The produce in timber has enabled the inhabitants to build several vessels of from 40 to 100 tons burden. The island has, since the year 1794, been a considerable entrepôt between Nova Scotia, New Brunswick, and the United States for the trade in gypsum, of which many thousand tons were landed previous to the last war, and reshipped in American vessels for various ports of the United States. A large trade is likewise carried on with the Americans in fish, caught by boats belonging to this island, and sold to them, uncured, in exchange for ordinary provisions and contraband articles of trade. The principal harbour of the island is Harbour de Lute, on its western side and near its northern extremity; this is a large and safe haven, having near its entrance a space nearly a mile square, which at low water is left dry, and might, without much expense, be converted into a dock.

Grand Manan Island lies about seven miles to the southward of Campo Bello, a little west of Passamaquoddy Bay, and near the entrance of the Bay of Fundy. Its length is about twenty miles, and its mean breadth about five. On its south-east side lie a number of small islands, the largest of which does not comprise more than 900 acres. The abundance of rocky ledges renders the navigation between this island and the smaller ones dangerous; there is no landing-place on its northern shore but in two small coves, but these disadvantages do not prevent the inhabitants from carrying on the coast herring-fishery to a considerable extent. The greater part of the island is under cultivation, the higher tracts producing various kinds of grain and potatoes, whilst the lower lands yield good grass. The face of the island is varied by many large ponds, almost approaching to lakes, being from fifty to a hundred acres in extent, besides some spacious tracts of salt marsh. It is sufficiently favourable to agriculture to induce a large proportion of its inhabitants to confine their attention to farming only; there are, however, considerable

portions still occupied by valuable timber, such as birch and white pine; and minerals have been found, but the search has never been prosecuted to any material extent. No kind of animals seem indigenous to the soil; it is without bears, foxes, or any other race peculiar to the climate, and is equally free from every species of reptile. It derives some importance from its situation, overlooking the entrance into the Bay of Fundy, and is so far fortified by nature that a little assistance from art would render it almost invulnerable. There is one saw-mill on the island, and one or two for grist.

Deer Island lies at the entrance of Passamaquoddy Bay, to the north of Campo Bello; it is of triangular form: its extreme length from the southerly point to that on the north-east is six miles and three-quarters, and its greatest breadth three miles. It is surrounded by a multitude of islets, and abounds in strong positions easily fortified. The number of its inhabitants is not large, so that one grist-mill suffices for them all. Their principal occupation is fishing, the produce of which they usually dispose of to the American traders.

The county of Charlotte abounds with spacious, safe, and easily-accessible harbours, comprising the whole of those in Passamaquoddy Bay, those of Mace's Bay, and L'Etang and Beaver harbours between them. It sends to the General Assembly four representatives.

Directing our attention to the eastern side of the St. John, we come to the county of Westmoreland, situated at the head of the Bay of Fundy. It is bounded on the north by the county of Kent; east by the Gulf of St. Lawrence; south by the boundary line separating it from the county of Cumberland in Nova Scotia, Cumberland Basin, Chignecto Bay, and the county of St. John's; and on the west by a north line, drawn from the northern boundary of St. John's County to the southern boundary of Northumberland, and separating it from King's County. It is divided into eight parishes, viz. Westmoreland, Hillsborough, Dorchester, Monkton, Salisbury, Sackville, Hopewell, and Botsford.

No county in the province is more flourishing in proportion to its population, or offers greater capabilities for almost unlimited improvement: bounded on almost two-thirds of its extent by water, from which

large tracts of valuable salt marsh have been rescued, readily communicating with the St. Lawrence and the Atlantic, it has every facility for trade, increased by the rivers which traverse it in every direction, and forward its produce from its interior districts to its shores. It was originally settled by French Acadians, whose descendants are still numerous, strongly reinforced by steady and industrious settlers from England, who apply to farming with perseverance and intelligence. The produce in corn is very considerable, as likewise in hay; but the most profitable product of the county is the rearing of stock, for which the extensive tracts of diked salt marsh afford immense advantage. Very considerable quantities of butter and cheese are produced here and exported, and during the American war from 800 to 900 head of fat cattle, and above 800 firkins of butter, were annually sent to Halifax. The River Petcondiac, rising at the western extremity of the county, traverses about one half of its extent eastward, then making almost a right angle, flows in a course nearly southerly till it empties itself into Shepody Bay, an indentation from the Bay of Chignecto, thus flowing through the very heart of the county. The land on both sides of this river, especially on the northern and eastern sides, in the district termed the Bend, has been reported by Colonel Cockburn to the emigration committee of the House of Commons to be fit for the highest and most profitable purposes of agriculture.

"The land about the Bend in Petcondiac River (for so the place is called) was for a long time considered of inferior quality, and was thereby prevented from being settled as soon and as thickly as might have been expected. The importance of the situation, however, at last brought it into repute, and the soil now proves to be as productive as any in the province. The number of houses that have lately been erected give it the appearance of a town; and although no regular village has been laid out, there is already some difficulty and much expense in procuring a space sufficient for a building-lot. This place stands on an isthmus, through which place the land communication between Nova Scotia and all parts of New Brunswick and the Canadas does and must continue to pass. The distance from it to the Gulf of St. Lawrence, at Shediac, is only sixteen miles; to the Bay of Fundy, either by land or water, twenty;

the river being navigable so far up for schooners of the largest class, and the road to Halifax good for any description of carriages the whole way. With such advantages of situation, the settlements at the Bend of Petcondiac cannot fail of rapidly increasing in population and importance. There is a tract of vacant land on the other side of the river, said to amount to 200,000 or 300,000 acres, and to be throughout of first-rate quality."

The other principal rivers are the Missiquash, the Medamcook, and the Shediac, on the banks of all which are numerous and flourishing settlements. Most of the parishes have commodious places of worship and settled ministers; there are also several Roman catholic chapels, with missionary ministers, belonging to the Acadian settlers. Besides its agricultural produce, one part of the wealth of this county arises from the immense supply of grindstones furnished by some of the rocky districts, especially the Shepody mountains, near the shores of the Bay of Fundy, of which as many as 20,000 have been exported in one year to the United States. There is little of the bustle of trade in this county, but it is steadily progressing to prosperity by the certain though slower advance of agricultural improvement.

The harbours are not numerous, and the coast on the Bay of Fundy is for the most part rocky. The tide of the Bay of Fundy towards its head is remarked by that peculiar phenomenon termed the Boar, by which the receded waters seem to accumulate without advancing, till the waves attain a considerable perpendicular height, when they rush forward with an incredible velocity and irresistible force, their roaring noise striking terror even in the animals near the shore, who fly to the highlands in awe.

Along the whole extent of coast, from Fort Cumberland to Cape Chignecto, and thence to Cape Enragé, the spring tides rise from forty-five to fifty-five feet, whilst in Bay Verte, on the other side the isthmus, the common tides are from eight to ten feet perpendicular only. At a place called the Joggin, about fifteen miles from Fort Cumberland, is found abundance of coals. The breed of horses and cattle has been most sedulously improved by numerous settlers from Yorkshire in England.

Fort Cumberland is situated one mile from the Missiquash River, on the boundary line between New Brunswick and Nova Scotia, and

three-quarters of a mile from Chignecto Bay. It was formerly a good fortification, being a regular pentagon, with a crown-work; but that, as well as the barracks, was suffered to go to ruin, though both are now undergoing considerable repairs and improvements. The distance from the fort, across the isthmus, to Bay Verte, is about fifteen miles; near to which line, on the eastern extremity, and bordering on Cumberland Basin, is the great salt marsh called Trantamaire. The roads in this county are generally good; that from St. John, on the banks of the Kennebecasis and Petcondiac Rivers, is tolerable during the summer, but in spring and autumn is very wet, and in winter scarcely passable. The distance from St. John to Hammond's River is fourteen miles and a half; thence to Hampton Ferry, ten miles; to Studville, eighteen; to Sussex Vale, six; thence to the Bend of the Petcondiac, fifty; to Medamcook Bridge, fourteen; to Westmoreland Court-house, nine; to Sackville, ten; to Fort Cumberland, thirteen; making in all a distance of 144½ miles. There is also a road from Frederickton to Fort Cumberland via the Washedamoak, by which the distance to the ferry over the Washedamoak is thirty-nine miles; thence to Belle Isle, twelve; to the court-house, eighty-nine; and to the fort, three; in all, 143 miles. The only water route from the Fort to the Petcondiac is by way of Cumberland Basin, round Cape Maramguin, to Shepody Bay; but this navigation is far too rough for boats, none of which would venture the passage on ever so pressing an emergency. Westmoreland covers a surface of 2,120 square miles, and it returns four representatives to the Assembly.

Turning now to the more northerly region of this extensive province, we have to contemplate the tract hitherto composing the county of Northumberland, which embraces more than one third of the whole province; it is bounded north and north-west by the Bay of Chaleurs and the River Ristigouche, separating it from Lower Canada, east by the Gulf of St. Lawrence, south by the county of Westmoreland, south-west by its own boundary line, separating it from Queen's and Sunbury counties, and west by the county of York. It comprises the parishes of Eldon, Addington, Beresford, Saumarez, Bathurst, Alnwick, Newcastle, Northesk, Gleneig, Ludlow, Chatham, Carlton, Nelson, Harcourt, Huskisson, Dundas, and Wellington. It has recently been divided into three

counties, Gloucester and Kent being taken from it; the first about 3,991 miles in superficies, stretching along its whole northern extent, and comprising Eldon, Addington, Beresford, Saumarez, and Bathurst parishes; the latter, in surface about 1,804 square miles, cutting in from the east side, southerly of the Miramichi, and comprehending Carlton, Huskisson, Dundas, and Wellington parishes; but for the purposes of general description it will not be necessary to adhere to these divisions. In contemplating this vast section of the province, exceeding in the aggregate 10,300 square miles, the mind is struck no less by its extent than by the number and grandeur of the rivers by which it is watered, and the length of coast it occupies. Of the rivers, the Miramichi, opening into a spacious bay of the Gulf of St. Lawrence, and stretching through the county to its south-western extremity, and communicating by easy portages with the St. John, is the most remarkable. It enters the province in latitude 47° 10′ north, and in longitude 65° west. It is navigable for large ships for more than thirty miles. There is a sand-bar off the entrance, but it is at all times covered with a sufficient depth of water to float the vessels entering its mouth, which have rarely been either destroyed or injured. Near the sea the land is low, and covered only with dwarf trees; but as we advance into the country, we soon find tracts of heavy timber. This river, at the distance of about fifty miles from the coast, separates into two branches, whose direction is indicated by their names—the north-west and the south-west or main branch; these receiving the Great and Little Sewogle, the Bartholomew, the Renous, the Etienne, and the Taxis rivers.

On the same shore, near its southern extremity, this province has the Cocagne River, and proceeding northerly the Chibouctouche, Richibuctoo, Konchibougouacisis, Konchibougouac, Bay du Vin, and Nassau rivers, all emptying into the Gulf of St. Lawrence, and northward of the Miramichi the Tabasintac and Tracadie rivers. On its northern side, bordering on the Bay of Chaleurs, are the Caraquette River, near its eastern extremity, falling into the harbour of the same name, and more westerly the Nipisiguit, which empties itself into the spacious Nipisiguit Bay; still further west the Eel river and the Upsalquish, besides almost innumerable streams of less note. The whole tract abounds with

timber of the most valuable description—white and red pine, birch, spruce, hemlock, and maple, which the numerous streams afford the most easy and commodious means of forwarding to the market on the seaboard. The soil, as is attested by the quality of the timber, is of the best description, and the frequency of the streams leaves numerous valuable slips of interval; yet, notwithstanding these advantages, these counties are the thinnest settled and the worst cultivated in the whole province. There is scarcely any collection of houses worthy the name of a town in any of them; the port of Miramichi, the settlement of Chatham on the southern side of the river, and that of Newcastle on the north, are the principal, between which are the loading establishments of Messrs. Abrahams and Co. and of Messrs. Rankins. Though many wealthy merchants are settled at both these places, and each possesses a church, court-house, gaol, &c., there is nothing that can accord with the expectations that would naturally be formed from the immense resources of the country. The whole of this desolation is probably accounted for by the temptation which the lumber and timber trades furnish to the new settler, especially if possessed of any capital. These counties produce in profusion the finest timber of America, and the convenience of transportation operates as a further inducement to settlers to confine their cares to this branch of labour and commerce; and there is no doubt but the preference given to this pursuit has materially retarded the improvement of the province generally. Originally the Americans were permitted to act at pleasure in the forests of the Miramichi—the privilege has since been confined to British subjects; but the consequence is that the finest of the timber has been destroyed, and the persons so engaged maintaining no interest in the country have wholly neglected to take any steps towards its improvement. The prospect of an immediate return still attracts persons of small capital to embark in the lumber trade, but many have been ruined by that trade in the province of New Brunswick, whilst hundreds have been gradually advancing to certain independence and prosperity by a steady attention to agriculture. The quantities of timber that have been felled, squared, and exported from this part of the colony are enormous, and yet no one presents so few symptoms of improvement. The pursuit of lumbering (perhaps a necessary evil

in colonizing a wilderness) seems indeed of a demoralizing tendency, sometimes depriving its followers of the inclination and even capability for consistent and steady industry. This will be more apparent from a view of the method in which a lumbering party is formed and conducted, and which we have borrowed from a cursory view of these provinces, by an intelligent and candid writer*. These are composed of persons who are all either hired by a master lumberer, who pays them wages and finds them in provisions, or of individuals who enter into an understanding with each other to have a joint interest in the proceeds of their labour. The necessary supplies of provisions, clothing, &c. are generally obtained from the merchants on credit, in consideration of receiving the timber which the lumberers are to bring down the river the following summer. The stock deemed requisite for a lumbering party consists of axes, a cross-cut saw, cooking utensils, a cask of rum, tobacco and pipes, a sufficient quantity of biscuit, pork, beef, and fish, pease and pearl barley for soup, with a cask of molasses to sweeten a decoction usually made of shrubs or of the tops of the hemlock-tree, and taken as tea. Two or three yokes of oxen, with sufficient hay to feed them, are also required to haul the timber out of the woods.

" When thus prepared, these people proceed up the rivers, with the provisions, &c. to the place fixed on for their winter establishment, which is selected as near a stream of water and in the midst of as much pine as possible. They commence by clearing away a few of the surrounding trees, and building a camp of round logs, the walls of which are seldom more than four or five feet high; the roof covered with birch bark or boards. A pit is dug under the camp to preserve any thing liable to injury from the frost. The fire is either at the middle or at one end; the smoke goes out through the roof; hay, straw, or fir-branches are spread across or along the whole breadth of the habitation, on which they all lie down together at night to sleep, with their feet next the fire. When the fire gets low, he who first awakes or feels himself cold springs up and throws on five or six billets, and in this way they manage to have a large fire all night. One person is hired as cook, whose duty is to have breakfast ready before daylight, at which time all the party rise, when

* Historical and Descriptive Sketches of the Maritime Colonies of British America. By J. M'Gregor. London, 1828.

each man takes his morning or the indispensable dram of raw rum before breakfast. This meal consists of bread or occasionally potatoes, with boiled beef, pork, or fish, and tea sweetened with molasses. Dinner is usually the same, with pease-soup in place of tea, and the supper resembles the breakfast. These men are enormous eaters, and they also drink great quantities of rum, which they scarcely ever dilute. Immediately after breakfast they divide into three gangs, one of which cuts down the trees, another hews them, and the third is employed with the oxen in hauling the timber, either to one general road leading to the banks of the nearest stream, or at once to the stream itself. Fallen trees and other impediments in the way of the oxen are cut away with the axe.

"The whole winter is thus spent in unremitting labour. The snow covers the ground from two to three feet from the setting in of winter till April; and, in the middle of fir forests, often till the middle of May. When the snow begins to dissolve in April, the rivers swell, or, according to the lumberer's phrase, the freshets come down. At this time all the timber cut during the winter is thrown into the water, and floated down until the river becomes sufficiently wide to make one or more rafts. The water at this period is exceedingly cold, yet for weeks the lumberers are in it from morning till night, and it is seldom less than a month and a half from the time that floating the timber down the stream commences until the rafts are delivered to the merchants. No course of life can undermine the constitution more than that of a lumberer or raftsman. The winter snow and frost, although severe, are nothing to endure in comparison with the extreme coldness of the snow water of the freshets, in which the lumberer is day after day wet up to the middle, and often immersed from head to foot. The very vitals are thus chilled and sapped; and the intense heat of the summer sun, a transition which almost immediately follows, must farther weaken and reduce the whole frame.

"To stimulate the organs in order to sustain the cold, these men swallow immoderate quantities of ardent spirits, and habits of drunkenness are the usual consequence. Their moral character, with few exceptions, is dishonest and worthless. Premature old age and shortness of days form the inevitable fate of a lumberer. After selling and delivering up their

rafts, they pass some weeks in indulgence, drinking, smoking, and dashing off in a long coat, flashy waistcoat and trousers, Wellington or Hessian boots, a handkerchief of many colours round the neck, a watch with a long chain and numberless brass seals, and an umbrella. Before winter they return again to the woods, and resume the pursuits of the preceding year. Some exceptions I have however known to this generally true character of the lumberers. Many young men of steady habits, who went from Prince Edward's Island and other places to Miramichi, for the express purpose of making money, have joined the lumbering parties for two or three years, and after saving their earnings returned and purchased lands, &c. on which they now live very comfortably." The backward state of the settlements on the banks of the Miramichi, and thence south-easterly across the country, may perhaps be in some degree referred to the terrific conflagration which in October, 1825, devastated a tract of country upwards of 300 miles in extent. It is not an uncommon thing for fires to be lighted in the woods, sometimes for the protection which the smoke affords from muskitoes and flies, and sometimes for the assistance it affords the lumberers in clearing the brush-wood; and it appears that from some circumstance of this sort the woods on both sides of the north-west branch of the Miramichi and in the rear of Newcastle had for some time been on fire, without exciting either alarm or attention: but when once these fires are fostered by the wind to a certain extent, their fury becomes boundless; the rarefaction of the air produced by the heat occasions a rush of air from all quarters, which constitutes a hurricane, and thus they are urged on by an irresistible and still increasing power. The first indication of the approaching calamity received by the settlers was a tremendous roaring in the woods, succeeded by volumes of dense smoke that darkened the face of day: then burst forth the terrific element above the trees, stretching its flaming columns to the skies, and rolling forward with impetuous fury, till in an hour the towns of Douglas and Newcastle were enveloped in the dreadful vortex, which involved them with so unexpected a rapidity, that many of the ill-fated inhabitants contributed to the vast mound of ashes. A Miramichi paper of the 11th October, 1825, thus states the devastation:

"More than a hundred miles of the shores of the Miramichi are

laid waste, independent of the north-west branch, the Bartibog and the Nappan settlements. From one to two hundred people have perished within immediate observation, and thrice that number are miserably burnt or otherwise wounded; and at least two thousand of our fellow-creatures are left destitute of the means of subsistence, and thrown at present upon the humanity of the province of New Brunswick.

"The number of lives that have been lost in the remote part of the woods, among the lumbering parties, cannot be ascertained for some time to come, for it is feared that few were left to tell the tale.

"It is not in the power of language to describe the unparalleled scene of ruin and devastation which the parish of Newcastle at this moment presents; out of upwards of 250 houses and stores, fourteen of the least considerable only remain. The court-house, gaol, church, and barracks, Messrs. Gilmour, Rankin, and Co.'s, and Messrs. Wm. Abrahams and Co.'s establishments, with two ships on the stocks, are reduced to ashes.

"The loss of property is incalculable; for the fire, borne upon the wings of a hurricane, rushed upon the wretched inhabitants with such inconceivable rapidity, that the preservation of their lives could be their only care. Among the vessels on the river a number were cast on shore, three of which, viz. the ships Concord of Whitby, and Canada of North Shields, together with the brig Jane of Alloa, were consumed; others were fortunately extinguished after the fire had attacked them.

"At Douglas Town scarcely any kind of property escaped the ravages of the flames, which swept off the surface every thing coming in contact with them, leaving but time for the unfortunate inhabitants to fly to the shore; and there by means of boats, canoes, rafts of timber, timber-lop, or any article, however ill calculated for the purpose, they endeavoured to escape from the dreadful scene, and reach the town of Chatham, numbers of men, women, and children perishing in the attempt.

"In some parts of the country the cattle have all been destroyed, or suffered greatly, and the very soil has been in many places parched and burnt up, and no article of provision to speak of has been rescued from the flames.

"The hurricane raged with such dreadful violence that large bodies

of timber on fire, as also trees from the forest, and parts of the flaming houses and stores, were carried to the rivers with amazing velocity, to such an extent, and affecting the water in such a manner, as to occasion large quantities of salmon and other fish to resort to land, hundreds of which were scattered on the shores of the north and south-west branches.

"Chatham at present contains about 300 of the unfortunate sufferers, who have resorted to it for relief, and are receiving some partial assistance, and almost every hour brings with it, from the back settlements, burnt, wounded, or in a most abject state of distress; and it is reported that nearly two hundred bodies have been actually destroyed."

This fire extended as far northward as the Bay of Chaleurs, and south-eastward to Frederickton, to which town it communicated, destroying the governor's residence and about eighty other houses. The total loss of life could not be numbered at less than 500, whilst that of property defies calculation.

The colonists met this dire calamity in the true spirit of charity, lavishing on their suffering fellow-settlers every aid in their power, stimulated and encouraged by the example of the governor, Sir Howard Douglas, who immediately repaired to the spot, and assisted by a noble subscription raised in Great Britain, in the other British colonies, and in the United States.

The towns on the Miramichi have now nearly recovered from this devastation, and present as good an appearance as formerly; but the land will not soon recover from the loss of its timber, and the actual injury done it by such a combustion.

At Caraquette, near the western extremity of the Bay of Chaleurs, (so named by the French navigator Cartier, from the excessive heat he experienced there), there is a pleasant village, with a church, the inhabitants of which are descendants of the Acadians, with some admixture of Indian alloy. The land about it is good, but their principal subsistence is fishing. Along the eastern shore from Miramichi north to the Bay, the land is low, and but thinly settled, and ill cultivated, the inhabitants dividing their attention between agriculture, fishing, and hewing timber. The same remark will apply pretty generally to the whole northern shore of the province along the Bay of Chaleurs, and the Ristigouche. The small settlements along their banks having been

formerly principally engaged in fishing, but which they now seem disposed to abandon, for the sake of the timber trade.

An improvement which has been long in contemplation, which was strenuously urged by Colonel Cockburn, and is now in active progress, cannot but very materially assist the advancement of this county. This is the new road from Halifax to Canada, along the eastern portion of the province, from the head of the Bay of Fundy, through Westmoreland, on the bank of the Peticoudiac River, through the county of Northumberland to Chatham, across the smaller branch of the Miramichi, and thence by Newcastle and Bathurst, on the banks of the Ristigouche, till it joins the Kempt road at Matapediac, most desirable in every point of view, both as a shorter and safer communication between Halifax and Canada, and as establishing a line of communication through a chain of the most fertile settlements in the province of New Brunswick. There is not the slightest doubt that this important advantage will more than any thing contribute to the rapid improvement of the hitherto too much neglected county of Northumberland.

The population of this county at the time of the census in 1824, and by the most recent computation, together with that of all the other counties, is stated in the general population table below.

Population of New Brunswick by Counties.

COUNTIES.	No. of Parishes in each county.	Population.	Remarks.
York County . .	10	10,972	Including the population of Frederickton.
Charlotte ditto . .	9	9,267	This county includes the population of the Islands of Campo Bello, Grand Manan, and the West Isles.
Sunbury ditto . .	4	3,227	
Queen's ditto . .	5	4,741	
King's ditto . .	7	7,930	
St. John's ditto .	3	12,907	Including the population of the city of St. John's, which amounts to 8,488 souls.
Westmoreland ditto .	8	9,303	
Gloucester ditto .	5	15,829	
Kent ditto . .	6		
Northumberland ditto .	7		
	64	74,176	Total in 1824.
		19,524	Increase since that year.
		93,700	Population of the province in 1831.

CHAPTER X.

General Remarks—Soil—Climate—Roads—Produce—Agriculture—Population—Inhabitants—Religion—State of Learning—Trade—Exports and Imports—Lumbering—Revenue—Militia—Government—Tribunals.

HAVING thus cursorily traversed the several departments of this province in detail, we will proceed to a few general remarks on its resources and capabilities. We use the term cursorily, because, when all the information we have given is compared with the immense extent of the domain, it may appear meager and unsatisfactory; but throughout this vast expanse of territory, the resting places (if we may use the term), or particular points requiring local description are comparatively so few, as to give to any account of it a vague and sketchy appearance. Great as is its extent, and almost incalculable as are its resources, so small a portion of the former has been appropriated, and so little of the latter called into action, that it may almost yet be termed a vast wilderness. Enough however has been seen, and done, and acted on, to convince us of its immense value as a possession, of the advantages it enjoys as a field of colonization, and the probabilities of its becoming as fruitful, populous, wealthy, and happy a portion of the British Empire, as any that art, perseverance, industry, and policy have rescued from the dominion of desolation and barbarism. New Brunswick, after all that has been hitherto done towards reclaiming and settling it, may still be considered as a vast forest; but then it is a forest possessing such advantages, its present wild luxuriance bearing such strong testimony to its fertility, its great extent of coast and abundance of harbours so inviting to commerce, its multiplicity of navigable streams affording ready access to its very heart, furnishing such facilities of intercourse, and its intersection in every direction by chains of settlement and civilization, giving at once an earnest of what may be done and an assistance to the doing of it, as may convince all those who have the hardihood to tax the productiveness of nature for subsistence, and to subdue her ruggedness to the sagacity and

industry of man, that nowhere can a more profuse reward, a more certain and profitable result, be promised to their perseverance. The immense tracts of country covered by forest trees may, to those who have been used to the beaten paths of society and civilization, convey an appalling idea of gloomy desolation, but yet they possess such features of romantic grandeur and picturesque beauty, as cannot fail to raise in every mind at all tinctured with the love of Nature's charms, emotions of the liveliest admiration and delight. We cannot present this effect to the reader more agreeably than by the following vivid description, from the pen of a writer, to whom we have in the course of this work been before obliged. "The magnificent splendour of the forests of North America is peculiar to that vast country. In Europe, in Asia, in Africa, and even in South America, the primeval trees, how much soever their magnitude may arrest admiration, do not grow up in the promiscuous style which prevails in the great general character of the North American woods. Many varieties of the pine, intermingled with birch, maple, beech, oak, and other numerous tribes, branch luxuriantly over the banks of lakes and rivers, extend in stately grandeur over the plains, and stretch proudly up to the very summits of the mountains.

"It is impossible to exaggerate the autumnal beauty of these forests; nothing under heaven can be compared to it. Two or three frosty nights in the decline of autumn transform the boundless verdure of a whole empire into brilliant scarlet, rich violet, every possible shade of blue and brown, vivid crimson, and rich yellow. The fir tribes alone maintain their unchangeable dark green; all others, on mountains or in valleys, burst into the most glorious vegetable beauty, and exhibit the most splendid and the most enchanting panorama on earth*." These very forests too furnish the first and most practicable source of wealth to the settler; for though they must needs be felled before he can apply himself to the only certain and permanent source of subsistence, the actual tillage of the ground, the valuable timber they afford, is the most tempting, because the earliest available fund of remuneration. It has another recommendation too, it is a fund almost inexhaustible; for

* Historical and Descriptive Sketches, &c. J. M'Gregor. *Vide ante.*

centuries has the axe of the woodman pursued its prostrating course in the woods of America, and for ages it may yet do so, and millions, yet unborn, carry on the work before these worlds of timber shall be removed, or even thinned.

But little would this advantage avail either the settler, the merchant, or the mother country, unless these immense tracts of woodland were traversed by some ready means of transporting their valuable produce. Were there no means of conveying this produce from place to place, and most of all to the seaboard, but by land carriage, then must it flourish or rot on its native soil, for human industry could not remove it, but by an expense far exceeding even its important value. But, as has been observed, that one great characteristic of the American countries is the number of streams by which they are, in all directions, traversed and intersected, so have we seen that, in this grand advantage, the province of New Brunswick liberally participates. Almost entirely bounded by water, salt or fresh, we have also found its various counties irrigated and connected by spacious and navigable lakes and rivers; insomuch, that throughout its vast extent there are very few leagues destitute of the advantage of water carriage. A recapitulation of the rivers would here be needless; all the principal have been named, and their courses described in our topographical sketch of the various counties by which they are traversed. And though agriculture has as yet extended itself over a comparatively small portion of this province, the success which has attended it in all places where it has been perseveringly pursued, furnishes adequate data of the capabilities of the soil; and did these require confirmation, not only does the quality of the timber now growing attest the fertile properties of the land; but explorations, made for the express purpose of ascertaining its value, concur in representing that there are few, very few tracts of land in the province unconvertible to the very highest purposes of productive science. On this head we have much pleasure in referring to extracts from the valuable, intelligent, and accurate report, so diligently collected by Colonel Cockburn, for the information of the colonial department of the British government, to be found in our Appendix, and from which it appears that many interior parts of the country as yet but very thinly settled, and

others, before unexplored, offer the most tempting capabilities to the operations of agriculture.

Perhaps the shores of the Bay of Fundy being bold, rugged, and rocky, offer fewer inducements to tillage than any other part of the country; but this is abundantly compensated by their mineral products (though not extensive), and more especially by their harbours and their fisheries; the latter forming a valuable article both of subsistence and of commerce, whilst the former necessarily make this tract of country the entrepôt of a very considerable proportion of the trade of the whole province.

The climate of this country, though to Europeans it may appear severe and dreary, seems to occasion no important disadvantages either to health or the pursuits of husbandry. It would be superfluous here to re-argue the causes of the atmosphere in certain latitudes of America being colder than in the same parallels of latitude in Europe; in our remarks on the climate of the Canadas were mentioned the opinions of men of science on the subject; but we may notice that the climate of New Brunswick has been gradually ameliorating for some years past, as the thermometrical tables will show; the excesses both of heat and cold having considerably moderated. In 1816 the weather was excessive, and it has been gradually improving since that time.

To inquire further than we have done into the causes of this change would perhaps exceed our capacity, as it certainly would the room we could spare for such an investigation in the present work. The clearing of land indubitably tends to moderate the excess of cold, as observation has abundantly proved; and this perhaps by exposing the surface of the earth to the beneficial action of the sun's rays; but this operation has not been carried on in New Brunswick to a sufficient extent to account for any general alteration in the climate of the province. The seasons correspond nearly with those in England; that is to say, the hottest month is July, and the coldest January, the thermometer in the former month rarely reaching much above 90°, nor in the latter lower than from 10° to 20° below zero; though these are not given as the actual maximum and minimum, so much as a mean of its general range. The winter commences with November, in which month snow usually falls and the streams freeze, nor are they relaxed from this bondage till April. December, however, is often

a month of moderate cold, and by no means unpleasant. The weather in April is apt to be dull and heavy, but in May the spring advances with an astonishing rapidity to the luxuriant fertility and glowing fervour of summer. The very rapid transition from one season to the other in America has elsewhere been adverted to, and the consequent sudden progress of vegetation which occasions the soil to engender and to yield luxuriantly all its valuable products within a space which to European husbandmen would seem almost impossible. It is the fact, however, that the seasons here rarely fail by reason of any extreme of the weather. Frosts occasionally occur throughout the summer months; and in those of spring and autumn the change from cold to heat, and *vice versa*, are frequently both sudden and excessive. This is attributable to the variation of the wind, and the different effects it has, according to the quarter from which it blows, and the tracts it may have traversed. Neither these sudden changes, however, nor the extremes which the opposite seasons include, ever seem to involve any consequences hostile to the health of natives or Europeans.

The length of the winter in a country so peculiarly situated as this is not without its advantages. In many of the least-thickly settled tracts the winter snow-roads are more practicable, and afford better access than is to be obtained at any other time, whilst the ice on the streams affords a facile means of communication, of which in the season the postman to Canada avails himself. Without the length and intensity of the winter, too, the lumberer would scarcely be able to carry on his laborious pursuit. The excessive heat, no less than the immense multitude of flies and other vermin with which the woods swarm in the summer, would render it almost impossible for him to endure the fatigue and suffering, nor could he transport his manufacture through the forest with a tenth part of the facility which snow roads afford; the melting of the snow in spring, if the timber be favourably placed, often serving to float it to the nearest navigable stream. This leads us to speak of the roads, and it must be admitted that they are an advantage for which New Brunswick is not at the present period remarkable; indeed in a country so thinly settled it is scarcely possible that they should be maintained in any degree of perfection; but perhaps a greater drawback on their efficiency than the

paucity of population and traffic, is the abundance of water conveyance in summer and the practicability of the ice and snow in the winter, which, by diminishing the necessity of a regular land carriage, of course decreases the incitement to provide it. The principal roads have been noticed as they occurred in our survey; that from St. John's to Frederickton, and thence to Lower Canada, following the course of St. John's river, is the most important; but during the spring and fall this is often scarcely passable. The new road from Halifax to Quebec, along the eastern side of the province, crossing the Miramichi, is in great progress, and the earnestness with which Colonel Cockburn has dwelt upon its advantages will no doubt hasten its completion. This will be a most valuable improvement, affording a regular and certain means of communication between Nova Scotia, the advancing settlements on the Peticoudiac, and the rapidly-improving tract of country between it and the flourishing settlements on the Miramichi, thence through the County of Northumberland to the Ristigouche, across Gaspé to the St. Lawrence, and so to Quebec. As the settlements advance, however, which they are rapidly doing, the construction of roads must necessarily keep pace with them.

The principal produce of this vast country, as we have already seen, is timber, which, in every part, except on the immediate coast, exists in almost inexhaustible profusion. It consists chiefly of pines, firs, spruce, hemlock, birch, beech, maple, ash, elm, and poplar; oak is also found, but by no means in so plentiful a degree as the other woods beforementioned. Of these the most valuable for commercial purposes is undoubtedly the pine.

The soil seems favourable to the production of most of those grains, fruits, and vegetables which are in general request in Europe; together with maize, or Indian corn, in America always, from its being so extraordinarily prolific, a favourite article of culture. The soil, of which we are scarcely enabled to give a correct geological description, has been found in all those parts yet subjected to tillage favourable to the production of wheat, rye, oats, barley, beans, peas, buckwheat, and flax. To these may be added the ordinary esculent roots of Europe, such as turnips, carrots, parsnips, onions, beet, radishes; with domestic vegetables, as cabbages, salads, cauliflowers, peas, &c. not omitting that in-

valuable root the potatoe, which here yields as bountiful an increase as in any country in which its advantages have yet been introduced. The islands, islets, and slips of interval near the beds of streams afford good pasture and abundance of hay, which render the rearing of live stock easy and profitable. Botanical investigation, we believe, has not yet been pursued to the length of producing a catalogue of the various plants and grapes indigenous to the soil; but white and red clover, timothy, lucerne, browntop, saintfoin, and others, ordinarily grow in this country and produce satisfactory crops.

Apples, plums, cherries, currants, gooseberries, strawberries, raspberries, and cranberries are plentiful, and form the ordinary produce of gardens; some grapes, of small size but good flavour, are also produced; whilst hazel nuts, beech nuts, and butter nuts abound in the woodlands, and falling on the ground after the great frosts in large quantities, furnish a seasonable assistance towards the fattening of hogs. There are, besides, a variety of wild plants of trifling value, which it would be here superfluous to enumerate, especially without a scientific classification.

The animals found in this country differ but little from those which characterize the united states. The moose deer, or elk, has been nearly extinguished by the avidity with which it was pursued by the early settlers for the sake of its skin. Bears, foxes, wolves, cariboo, sables, racoons, the minks, squirrel, weasel, musk rat, wild cat, and that valuable animal the beaver, are also natives of the soil, and though not abundant, are not extinct.

The ordinary domestic fowls of Europe, such as turkeys, geese, ducks, fowls, are here reared with every facility; whilst partridges, wild geese, and ducks and pigeons, furnish objects for the sportsman. Crows, owls, and swans are also found, with many small birds, offering no peculiarities worthy of description.

The rivers abound with salmon, shad, eels, trout, perch, chub, and smelt; and the harbours, coasts, and adjacent fishing-ponds supply large quantities of cod, haddock, mackerel, and herrings.

In a country whose productive capabilities have been so imperfectly called into action as have those of New Brunswick, the knowledge of its minerals must necessarily be far from complete. Unless some peculiar

circumstance directs the cupidity of man to the interior of the earth as a source of wealth, he will more naturally, and (always ultimately more profitably) confine his cares and researches to its surface; and though this province cannot be reckoned entirely unproductive as respects subterranean treasures, nothing has yet occurred to indicate such an abundance of any as may readily become a means of riches, or tempt the employment of labour and capital below ground. Scarcity of labour and of capital will generally check such speculations in a new country; and a forest of pines offers a more tempting field to a small adventurer than an uncertain vein of gold or of copper. The only mineral found here that has become an article of trade to any extent is gypsum, which is met with in large quantities all along the shores of the Bay of Fundy, and formed an important article of export to the United States. To this may perhaps be added grindstones, great numbers of which have been cut from quarries near the eastern extremity of the same bay and amongst the Shepody mountains, and have found a ready sale in the same market. Coals are found in considerable quantities in the neighbourhood of the Grand Lake, as has been before noticed, and the indications are such as to lead to the assurance that no scarcity of this valuable mineral can occur in this province. Limestone, of good quality, is also found in various parts, and many kinds of stone useful for buildings. Manganese likewise has been met with on the shores of the Bay of Fundy.

With regard to the state of agriculture in New Brunswick, there does not remain a great deal to be added to what has been before observed. The temptations offered by the lumber, timber, and fishing trades have too much diverted the minds of early settlers from the more certain mode of establishing their own wealth and independence, and advancing the interests of the colony. The cultivated lands lie principally on the margins of the great streams; and though they extend in some places backward to a distance of twenty or thirty miles, they form, we must say, an almost insignificant portion of the extent of the province. Their capabilities of production have been before noticed, and we believe that in no instance has any steady and persevering effort to render them productive been attended with loss or disappointment. It is true that many

of the early settlers, deficient in persevering industry, removed from one location to another, and some of them even to the United States; but the very spots so abandoned have, by the consistent application of subsequent occupants, become productive sources of comfort, if not of wealth. The process of clearing and reducing to tillage waste or forest lands we shall not here enter upon; and although the subject has been but slightly alluded to in other parts of the work, enough has been seen to show that the land of this province has scarcely ever refused an adequate remuneration to the consistent husbandman. The advancement of agriculture was much promoted throughout the province by the New Brunswick Agricultural Society, founded in 1825. From two to five bushels of wheat are usually sown per acre, and they produce on an average from twelve to twenty-four bushels. Rye, which is confined to the poorer lands, yields crops in about the same proportion. Oats are a favourite crop, sown about two to three bushels per acre, and yielding generally nearly thirty. Maize flourishes abundantly on the low rich watered soils, producing from forty to forty-five bushels per acre. Peas and beans also thrive on the lighter soils, but are not cultivated to any considerable amount; but on the newly-burnt lands, or those imperfectly cleared, the surest and most productive crop, yielding, in situations which can be applied to no other sort of cultivation, from 150 to 200 bushels per acre, and requiring no labour but that of the hoe, is the potatoe. The Swedish turnip has also been found a profitable crop on new lands, being generally sown broad-cast, and not by drills.

The number of the effective hands of the province, however, employed in the lumber trade and fisheries, renders the quantity of grain produced very inadequate to supply the demand; and till the importance and worth of agricultural pursuits are better appreciated in New Brunswick, grain, of which it might produce incalculable quantities, must be an article rather of import than of export.

The islands and low interval lands produce hay in great quantities, and almost spontaneously: horned cattle, which have been brought from America, are plentiful; horses are likewise numerous, and the breed has been of late years considerably improved by importations from Yorkshire and other northern parts of England. Sheep and swine prosper

very well, many good breeds of these existing in large numbers; and throughout Northumberland they pride themselves on their dairies.

The population of New Brunswick bears no proportion to its vast extent; but the ratio of its increase advances rapidly, as will be seen by the General Table, introduced in a subsequent chapter: in 1817, the population of the province amounted to about 35,000, in 1824 it had increased to 74,176, and it is now estimated at upwards of 93,700. How this population is distributed throughout the province will appear, in some measure, from the table in p. 138, and further from the statements from time to time made of the population of various towns and districts in our topographical survey.

These inhabitants are composed of six different classes. The Indians, or aboriginal natives, comprise the following nations, who are enumerated by the Baron de la Houtan as natives of the Old Nova Scotia (including New Brunswick), the Abenakie, Micmac, Canabas, Mahingans, Openangans, Soccokis, and Etchemins, from which last tribe the greater part of those who now remain are descended. This race of people, from their utter incapability of associating with persons of civilised habits, or being weaned from their native barbarism, have declined to a diminutive few: they still adhere to their former migratory habits, but, though frequently reduced to extreme want, seldom commit depredations on property. The greater part of them profess the Romish religion, to which they have been converted by catholic missionaries. The men continue to wear the conical cap, skin garment, leggings, and moccassins, their national costume; but the females have, for the most part, adopted the round hat, shawl, and short gown and petticoat, resembling those of the French and Flemish peasantry. The Acadians, or neutral French, form, in order of priority, the next class of inhabitants: their history, manners, and settlements have been noticed in preceding parts of this work. Another class of ancient respectability, and not inconsiderable in point of numbers, are what may be termed the *old inhabitants* and their descendants, who comprise those settled in the country before the conclusion of the American revolution, and so distinctively named by the American loyalists and disbanded troops subsequently settled in the province. They were found well settled at Mangeeville, since

which their progeny have spread themselves all over the province. The bulk of the population, however, is composed of the American loyalists and their descendants, who, having sacrificed their possessions at the shrine of loyalty, converted large tracts of this vast wilderness into comfortable independencies for their families; and with this class may be reckoned the disbanded soldiers, who, at the conclusion of the war, received allotments in this province as a reward for their services and a means of future comfort and prosperity. To these must be added the European emigrants, who at various times have swollen the population, and either formed separate settlements or, by intermarriages and other connexions, mixed themselves up with the more original population. There are also many free people of colour settled throughout the province; in some places several families together settled as farmers, but in this occupation they seldom thrive, their unsteadiness more frequently reducing them to want, when they become the menial servants of others, a station for which they seem better fitted.

The persons of the inhabitants of New Brunswick are tall, well proportioned, and athletic, and those born in the province generally excel in stature those from whom they are descended. The spirit of manly independence, naturally inspired by a course of life which throws man entirely on his own resources and energies, bringing him in contact with the grandest objects of nature alone, with little assistance from, or association with his fellow man, strongly characterises the inhabitants of this province. They are devotedly loyal, but it is from correct judgment and good feeling, utterly removed from servility, whilst their manners are marked by a freedom rather amiable than repulsive.

"In noticing the state of religion in this province it may not be amiss to observe, that the old inhabitants, who came originally from New England, where the genius of their church government was republican, were generally Calvinists in their modes and doctrine, whilst the loyalists and others, who came to the country in 1783, were generally churchmen, quakers, or methodists. The emigrants who have come since that period include all denominations.

"The Church of England is in a flourishing state in this province; there are nineteen clergymen belonging to the establishment, who are under the jurisdiction of the Bishop of Nova Scotia. Many of them

have handsome churches with numerous congregations. Two of them are employed as itinerants for the vacant districts of the province, and several of the others serve two or more parishes. An ecclesiastical commissary has the superintendence of the whole.

"The catholics have a few chapels, and appear to be on the increase. Their congregations are chiefly composed of emigrant Irish, French, and Indians. There are six clergymen in the province, some of whom are settled and others are employed as missionaries amongst the scattered French and Indians.

"There are but two ministers of the Kirk of Scotland in the province; they have handsome churches in St. John's and St. Andrew's. There are, however, a number of seceders from the presbyterian form of church government, but all holding the doctrine of Calvin; several of them have commodious places of worship and respectable congregations.

"There are no places of worship belonging to Indians in this province. There are, however, a few of these primitive worshippers scattered through the country, who, joining sincerity and honesty with plainness, are excellent members of society.

"The methodists are a numerous and respectable body of people. There are four Wesleyan missionaries in this province, with a number of methodist preachers, who, although not immediately in connexion with the missionaries, adhere strictly to the old methodist discipline and doctrine, and usually attend the conferences, which are held once a year, either in Nova Scotia or New Brunswick, where the missionaries for the two provinces and the adjacent islands assemble to arrange the different stations for their preachers, and regulate the affairs, temporal and spiritual, of that body.

"The baptists are the descendants of those followers of Mr. Whitfield, who formerly were very numerous under the denomination of new lights. They are a numerous class of people, and have several fine chapels. In general, a desire for the christian ministry is increasing in the province. Places of worship are erecting in most of the settlements, and such other provision for the support of the gospel provided as the abilities of the settlers will admit *."

* Sketches of New Brunswick, &c.

The state of learning in a province so comparatively new as this, (that is, new in political importance and improvement, though old in existence), requires to be looked at with an eye of some indulgence. Not that any indifference to so important a consideration has ever been manifested either by the government or the inhabitants, and a most marked improvement in this particular, within a few years, both as respects the means and the efficiency of the public institutions, attests the anxiety of both to keep pace with their rising capabilities. It was not an uncommon thing, a short period back, to find persons filling public situations most deficient in all beyond the bare rudiments of learning; but the liberal grants since made, for the purpose of advancing literature in the province, effectually guards against the recurrence of so degrading an inconveniency. The principal and indeed the only collegiate institution is the college of New Brunswick at Frederickton, endowed with a block of 6,000 acres of land, and established by royal charter. The governor and trustees of the college, however, finding their utility circumscribed by a defect of powers and of means, surrendered their charter to the king, at the same time petitioning for an enlargement of both, in consequence of which a new charter, of a more liberal character, was granted to them, dated 18th November, 1823, accompanied by a grant out of the royal revenues of the province, for the purpose of erecting a new college building, and providing a library and philosophical apparatus. This liberality of the crown was seasonably aided by a grant from the legislature of the province, which enabled the trustees to erect the handsome and commodious building, a view of which forms one of the graphic ornaments of our work. This establishment was opened for the reception of students.

Besides this college there are grammar schools in every parish, supported partly by a grant of £20 annually allowed by the legislature to every such parish-school, and another of £30 per annum by the like authority, collectable from the inhabitants; so that there is no part of the province destitute of the means of education for its youth. But the seminaries most resorted to by the bulk of the youth of the province are those under the Madras establishment, which extends its cares to every settlement. The number of pupils attendant on these institutions,

as collected from the report of the governor and trustees, was in 1823, 3,339; and in 1824, 4,379; giving an increase of upwards of 1,000 in one year, which is demonstrative of the advance both of population and habits of civilization.

The trade of the province is confined, as respects exports, to the timber and lumbering trade, ship-building, and the fisheries; these take place to the West Indies and Great Britain, from the former of which it receives in return rum, coffee, sugar, and molasses; and from the latter, grain, spirits, and British manufactured goods. The trade in gypsum, limestone, and grindstones to the United States is now nearly extinct, though they still furnish a market for that of the fish caught in the Bay of Fundy.

The ship-building is a trade which at one time involved a great amount of capital, and employed a large number of hands; but from being overstrained, and other concurrent causes, this branch of commerce became a source of so much loss to multitudes engaged in it, that as an article of trade for the British market, the construction of ships has been comparatively abandoned, and is now confined almost exclusively to those made for the carrying trade and for the use of the fisheries.

The timber and lumber trade are avowedly the staple of the province; the former being exported to Great Britain, and the latter to the West Indies; and these being the natural unassisted produce of the province, they must for many years to come be the most plentiful article it can have to dispose of. But though the fine growth of timber has always furnished an abundant supply to an ever-demanding market, yet has not this trade proved by any means a permanently profitable one to those largely engaged in it. From speculating too extensively, and engaging too many hands on the spot, to whom advances of money and provisions have to be made, and drawing bills, which have become due before a fair market could be found, the stock has been sold at any price that could at the moment be obtained, to satisfy the more pressing demands, so that the speculation has ultimately turned out of infinite loss; and in this way multitudes of timber and lumber adventurers have been ruined. Now against improvident undertakings or monopolies of timber it seems peculiarly desirable to guard, because the standing trees, judiciously managed, furnish a permanent and lasting stock, which, sent into

market in a just proportion to the demand, will contribute to defray the expenses of all improvements, and materially facilitate the means of amelioration to the province. The wholesale and improvident inroads upon the forests made by American and other speculators, disproportionably decrease the main stock, at the same time that they lower the market; and by the injudicious mode adopted in felling and collecting, frequently injure the land, whilst the removal of them in nowise contributes to the clearing; because as not above one tree in a thousand answers the speculator's purpose, he proceeds through the forest, thinning it of its wealth, but not in the slightest degree affording a facility to the subsequent settler. The best and most wholesome way in which this trade can be conducted appears to be, when the settler of restricted means finds himself located upon lands, which in the first place have to be cleared, and in the winter months, when he cannot be advancing his agricultural operations on the portion of land he may have cleared, he turns to the adjacent forest as a source at once of employment and profit. With no more costly nor complex apparatus than an axe, he fells and squares the pine; if he have a team, he employs it to draw the produce of his labour to the nearest stream; if not, he either goes on shares with some neighbour who has, or joins in a party with several settlers near him, who amongst them are able to furnish a team, and so promote the views of each other. In this manner the tedium and idleness of the winter months are avoided, a fund is provided for the maintenance of the settler's family or the reimbursement of expenses he has already been at, the land is cleared of its valuable timber only in proportion as it becomes settled and cultivated, the market is supplied more gradually and steadily, and the wealth bestowed by nature on the soil finds its way into the pockets of those who seem legitimately entitled to it. The disorders produced by the lumbering and timber trade, when pursued as a wholesale speculation, have been before pointed out; in justice however to the early, though improvident adventurers in this branch of commerce, we must admit, that to the rigour with which it was pursued, St. John, Frederickton, and St. Andrew's owe their rapid rise, advancement, and prosperity. The only other branch of trade for which this province at present offers facilities is its fisheries. As has been noticed, all the harbours,

and the whole line of coast of the Bay of Fundy, the north-eastern coast above Miramichi, and the Bay of Chaleurs, afford abundant produce of this kind, which is cured, furnishing a plentiful supply to the home market, and a large fund of exportation to America, the mother country, and the West Indies.

Under the head of manufactures little can be said in a province so imperfectly populated, cultivated, and improved as is New Brunswick. The grindstones, formerly cut in large quantities from quarries near the Bay of Fundy, the cured fish last noticed, the squared timber and sawn boards furnished in large quantities by all its most flourishing districts, comprise all the produce that can in any way be termed manufactured. The quantity of timber shipped from the various ports of this province in 1824 was 321,211 tons.

Comparing the exports and imports of New Brunswick with the population, they will tend to furnish a very favourable view of the activity, comfort, and wealth of the inhabitants, and of the productiveness of the country.

We shall take the year 1824, confessedly a prosperous one, but sufficiently remote to afford a fair average. The imports in that year were, including the port of St. Andrew's, in 1,070 vessels, of 240,054 tons, navigated by 11,357 men; the cargoes valued at 514,557*l.*; the exports at the same period were, in 1,265 vessels, measuring 274,173 tons, navigated by 12,234 seamen, the value of their cargoes amounting to 462,043*l.* sterling, to which may be added the price of sixty new vessels sent to Great Britain, as payments, and which, estimated at 10*l.* per ton, the whole measuring 16,488 tons, may be reckoned as 164,880*l.*, making the whole amount of exports 626,923*l.*—no contemptible produce for a population of from 70,000 to 80,000 souls. The tables of exports and imports state these matters more particularly, and bring them down to a later date; showing how inevitably a tract of country possessed of so great natural advantages must advance in prosperity, increasing its own wealth and that of the mother country.

The revenue of the province in the same year amounted to 44,670*l.* 2*s.* 6*d.* currency of the province, and in 1830 to 49,070*l.* 0*s.* 5½*d.*, the whole of which is applied to local improvements and provincial purposes.

The militia of the province consists of twenty-three battalions, each comprising from six to eight companies; a company consisting of one captain, two subalterns, three serjeants, and sixty rank and file. The enrolling of the militia is effected in districts, into which the province is divided as respects this purpose only, and each district furnishes two companies, but in some of those more remotely situated and thinly settled, which cannot provide two companies, but exceed the number of sixty-five, they are allowed to enrol eighty men in one company. The entire effective force usually amounts to about 12,000, which are under the orders of the commander-in-chief, who appoints an inspecting field-officer, before whom they are assembled by companies, two days in each year, for drill, and in battalions or divisions whenever the commander-in-chief thinks proper to appoint. The regulations for this force, however, are frequently varied by the provincial legislature.

The constitution and government of New Brunswick are assimilated, as nearly as circumstances will allow, to those of the other British American provinces and of the mother country. The executive power is vested in the lieutenant-governor, who is assisted in his administration by a council of twelve members, which council has also a legislative capacity, resembling that of the house of peers in Great Britain. There is likewise a representative assembly, consisting of twenty-six members, elected by the different counties, as follows:—for St. John, Westmoreland, Charlotte, and York, four each; for King's, Queen's, Sunbury, and Northumberland counties, two each; besides two for the city of St. John. To all local and financial laws the consent of this assembly is requisite. Those interfering with acts of the British legislature cannot be in force till they have received the sanction of his Majesty. The assembly sits for a period of about two months, during the winter, at Frederickton, whither it is summoned by proclamation of the lieutenant-governor.

The other tribunals of the province are, the court of chancery, of which the lieutenant-governor is chancellor, and the judges of the supreme court, assignees, and which adds to its equitable jurisdiction that of a prerogative court, as respects the regulation of wills, &c. The governor and council likewise constitute a court for determining all cases of divorce. The supreme court of judicature consists of the chief-justice

and three puisne justices, and holds its sittings at Frederickton; its jurisdiction combines that of the courts of king's-bench, common-pleas, and exchequer in England, and determines all causes of importance whether civil or criminal. The judges of this court likewise hold circuits through the different counties; their salaries are 500*l.* each per annum, that of the chief-justice 750*l.* per annum. There is likewise an inferior court of common-pleas, consisting of two, three, or more justices, assisted by the county magistrates, and which holds its sittings occasionally; its jurisdiction extending to all manner of civil causes, where the property contested is not of large amount, and also to criminal matters not punishable with death. To this court the county grand juries present all bills of indictment, and if found to be beyond the jurisdiction of the court they are sent to the court above. This court has also the control of the police throughout the counties and parishes, and usually holds two or more sittings annually in each, for the regulation of such matters. At these sittings all differences respecting taxes are decided, parish accounts audited, parish officers appointed, licenses to innkeepers and dealers issued, and, in short, much the same routine of business takes place at the quarterly-sessions in Middlesex. There are, moreover, inferior local courts, under the presidency of a magistrate, for the recovery of small debts under five pounds.

From the view which we have given of this vast province, it will be found not to be an unimportant part of the British American Dominions. In resources it presents a field of riches almost incalculable; they wait but the acceptance of man, at the price of that reasonable industry, without which nothing truly valuable can be obtained. Our opinions upon emigration will be found at length in another part of this work, and we would not wish here to anticipate them; but if there be a redundant population in the mother country, which it is advisable to remove to another, here is indeed a tempting arena for settlement;—a valuable stock on hand awaiting but the axe of the woodman, and capabilities of producing every species of comfort and even luxury almost beyond calculation. Fortunes are not to be rapidly made in new countries, but if the certainty of providing for a family, and placing them all in independent circumstances, at least so far as to be beyond the reach

of want, is desirable, then is the temptation to colonization in this part of America considerable, as the accomplishment of such an object is certainly attainable. There is a severe but not an oppressive or unhealthy climate, there are lands that ask the hand of culture only, and timber and fish to afford a preliminary supply. If we were to contemplate this large tract of territory adequately peopled, and its resources employed to their utmost extent, we should behold an empire, for wealth and power, excelled perhaps by few in the world. With regard to the location of emigrants, or any other means of advancing colonization in this province, we may be permitted to remark, that its adjacency to the United States, and that on a disputed line of boundary, is one strong inducement to reinforce the settlements near the border; no defence is so sure and efficacious as an attached and loyal population: and were the line of the Madawaska thickly settled, and that of the St. John, as far as Mars Hill, they would afford a better security against the encroachments of American cupidity than any chain of military posts can ever furnish. Thus it will appear, that no portion of our trans-atlantic possessions better merits the attention of the British government, or of purposed colonists, than New Brunswick.

CHAPTER XI.

PRINCE EDWARD ISLAND.—Geographical Position—History—Divisions and Subdivisions—General Surface—Harbours—Rivers— Settlements — Climate — Soil—Produce—Agriculture—Population—Trade—Society—Religion—Government.

THIS island is situated in the Gulf of St. Lawrence, in a kind of bay or recess, lying between Cape Breton, Nova Scotia, and New Brunswick. It ranges in somewhat of a crescent form, between 46° and 47° 7′ north latitude, and 62° and 64° 27′ longitude west, from Greenwich. Its length, traced in this direction, is 135 miles; and its breadth in the widest part, which is from Beacon Point to East Point, towards its eastern extremity, thirty-four miles. Its form, however, is exceedingly irregular, being in some places indented with deep harbours on both sides, making its width insignificant, and at others stretching boldly into the sea in projecting promontories and spacious headlands, swelling its breadth to the extent we have mentioned. It lies conveniently near to the provinces before named, the distance from West Cape to Richibuctoo being eleven miles, from Cape Traverse to Nova Scotia, across the Strait of Northumberland, nine miles, and from East Point to Cape Breton twenty-seven miles. From the nearest point of Newfoundland it is 125 miles.

This island was amongst the early discoveries of Cabot; but no claim was ever made by the English on that account. The French afterwards assumed it, as part of the discoveries of Verazani; and in 1663 a grant of it was made by the company of New France; but the anxiety of the government of France to foster the colony of Cape Breton induced them to afford little countenance or encouragement to that of the island of St. John. The natural advantages of the island, in respect of soil and its situation for fishing, however, induced many families both from Cape Breton and Acadia to settle here after the peace of Utrecht. The surrender of Louisburg to Great Britain in 1758 was followed by the cession of this island: from several appearances observed on the

island at this possession, it was inferred that the principal part of it had long been inhabited by tribes of Micmac Indians, with whom the Acadians had, in a great measure, assimilated. St. John's was associated with the government of Nova Scotia in 1763, and in 1776 the official survey of it under the British government was accomplished by the late Major Holland, then his majesty's surveyor-general in North America, whose family now reside on the island. The island was shortly afterwards divided into sixty-seven townships, containing about 20,000 acres each, which were granted severally to such individuals as government conceived to have claims upon them. One condition (amongst others) of the grants was, that they should be settled within ten years, in the ratio of one person to each 200 acres, one fourth of such settlement to be effected within the first four years with emigrants from Europe or other parts of America. Many of the original grantees, however, surrendered, or alienated their property, which in a short time became monopolized by a comparatively few individuals; but when the lands of the adjacent colonies became more thickly peopled, the value of the land in this island became more justly appreciated and in greater request. In 1768 the island was erected into a separate government, though at that time it possessed not more than five resident proprietors, nor did its total number of inhabitants exceed 150 families. For the subsequent five years much pains were taken to increase the settlements by importations of Acadians, Highlanders, and other disbanded troops. In 1773 the first house of assembly met, and the constitution of the colony was definitively settled under the administration of Governor Paterson, which lasted from 1768 to 1789. The colony seems to have suffered greatly by the attempts of this governor and his successor to deprive the settlers of their lands and monopolize them to themselves. In 1799 the colony was honoured by the notice of that illustrious prince and intelligent officer, his late Royal Highness the Duke of Kent, who ordered the barracks to be rebuilt, and caused three troops of horse to be raised; and in compliment to him the name of the island was altered from St. John to that of Prince Edward. The Duke of Kent resided in the colonies for about ten years, at two different periods, and during the latter of which as commander-in-chief

of the British forces in America. The head-quarters were at Halifax, whence his Royal Highness sailed for England on the 3rd of August, 1800, carrying with him the sincerest regrets, the respect and attachment not of the inhabitants of Nova Scotia alone, but of all the sister provinces. The government of the island is now administered by Governor Ready, under whose authority a new assembly enacted numerous laws for the well-being of the colony, under which it has steadily and rapidly advanced to that degree of prosperity which now renders it one of the most enviable portions of the king's extensive dominions in that quarter of the world.

Prince Edward Island is divided into three counties, these again into fourteen parishes, and these further into sixty-seven townships, in the manner shown by the following tabular statement. The townships do not all contain exactly the same number of acres; but, as before stated, they average about 20,000 acres each; some a little above, and some a little below that number; which variations, however, we have not thought it material to point out.

Counties.	*Parishes.*	*Townships.*
King's County	St. Andrew's	No. 59
		61
		63
		64
	St. George's	51
		52
		53
		54
		55
		56
		66, and George Town.
	St. Patrick's	38
		39
		40
		41
		42
	East Parish	43
		44
		45
		46
		47

Counties.	*Parishes.*	*Townships.*
Queen's County	Hillsborough	No. 29
		30
		31
		65 and Fort Lot.
	Grenville	20
		21
		22
		23
		67
	Charlotte	24
		32
		33
		34 and Charlotte Town.
	Bedford	35
		36
		37
		48
		49
	St. John's	50
		57
		58
		60
		62
Prince's County	North Parish	1
		2
		3
	Egmont	4
		5
		6
		7
	Halifax	8
		9
		10
		11
		12
	Richmond	13
		14
		15
		16
		17

Counties.	*Parishes.*	*Townships.*
Prince's County	St. David's . .	No. 18 19 25 26 27 28 and Prince's Town.

Prince's county contains . .	467,000 acres.
Queen's	486,400
King's	412,000
Making the total surface of the island .	1,365,400 acres.

From this it will appear that a town plot is reserved for each county; viz. George Town, in King's County; Charlotte Town, in Queen's County; and Prince Town, in Prince's County.

The general appearance of Prince Edward Island is picturesque and attractive, destitute of those bold romantic features which form the characteristic of most parts of the adjacent continent; it presents a surface naturally, where it is not artificially, fertile, swelling in gentle undulations, and clothed with verdure to the water's edge. There is no continued tract of absolutely flat country, nor does it any where reach the elevations of mountains. The principal high lands are a chain of hills, traversing the country nearly north and south from De Sable to Grenville Bay: with this exception, the land has few inequalities which interfere with the ordinary pursuit of agriculture.

The island is so indented and intersected by numerous bays, creeks, and inlets, there is scarcely any part of it more than eight miles distant from tide water. From this circumstance the coast furnishes several convenient harbours. The principal of these is that of Charlotte Town, situated on the south-west side of the island, at the bottom of Hillsborough Bay, and at the confluence of the three rivers, Hillsborough, York, and Elliott. It is one of the most secure in the Gulf of St. Lawrence, and though not more than half a mile in breadth at the entrance, it soon widens into a capacious haven, into which flow the three

rivers we have named. It is not very strongly fortified, but is surrounded by many situations which could easily be placed in a state to defy any naval attack. A battery in front of the town, another near the barracks, and a third on Fanning Bank, with a block-house at the western point of entrance, constitute all the defences that are regularly kept up. The harbour of George Town is also spacious and commodious, situated on the eastern side of the island, and also at the entrance of the three rivers, the Cardigan, Brudenelle, and Montague; it possesses the advantages of being frozen later and opening earlier in the spring than any other harbour in the gulf, and of lying in the direct track of vessels from Europe to Quebec. Its entrance is wide, deep, and free from sand-bars: the whole inlet abounds with fish and facilities for taking them. Darnley Basin formed by Prince Town on one side, and Alanby Point on the other, is the harbour for vessels belonging or trading to Prince Town; it is on the south-east side of Richmond Bay, but affords no accommodation for large vessels. Richmond Bay is a very spacious inlet of the sea on the northern side of the island, stretching ten miles from its entrance inland, and being nine miles wide, it almost divides the island, leaving a narrow neck from Webber Cove to Wilmot Cove, on the south-east side, of only one mile in width. The entrance to it, however, is contracted, but on the east side only, by a long narrow island stretching across its mouth. Several creeks, rivers, and smaller bays indent its shores, and no fewer than six islands stud its surface. Ship-building for exportation, the fishery, and the timber trade have been carried on to some extent in this port. Turning on the north from Richmond Bay, at about sixteen miles distance, we find Holland Bay, which resembles the former in having its entrance almost entirely closed up by islands; it is, however, safely accessible: its principal harbour is called Cascumpecque, which is commodious and secure, and favourably situated for the fisheries. From this bay to the north point of the island the distance is twenty-four miles. South-eastward from Richmond Bay is Grenville Bay, possessing the harbour of New London, at the mouth of Stanley River, which affords good anchorage for small vessels, but not for such as draw more than twelve feet water. About eight miles farther, in the same direction, occurs Harris's Bay, equally remarkable for having a long slip of an island

lying across its entrance, accessible, however, on its northern side, to Harrington, or Great Rustico Harbour, which will admit schooners and small brigs. Into this bay flow Hunter's and Whately Rivers. On the southern side of the bay, entered beyond the southern extremity of the island before mentioned, is Stanhope Cove, or Little Rustico Harbour, very delightfully situated, but accessible to small vessels only. Five miles further, in the same direction, is Bedford Bay, indenting deeply into the land. Its entrance is much narrowed by sand-hills stretching across from its eastern side; it will admit schooners and small brigs. Savage Harbour, about six miles eastward of Bedford, will admit only of boats. Saint Peter's, distant but a few miles, in the same direction, has a sand-bar across its entrance, and will admit small vessels only. Into this harbour falls the River Morel. Hence to the east point of the island no harbour occurs. Along the south-eastern shore, between East Point and George Town, or Three Rivers, there are Colville, Rolls, Fortune, Howe, and Broughton Bays, all small harbours, calculated for light coasting vessels. Southward of George Town is Murray Harbour, enclosed by Bear Cape, and receiving three rivers, the Murray, the Fox, and South Rivers, on its southern side, and two, the Green and Mink Rivers, on its northern. This is a spacious and well sheltered haven, but its entrance is rather difficult, nor can the vessels of a large class, loading outwards, take in the whole of their cargoes till they have passed the bar. Along the southern shore of the island there is no harbour of any importance till we come to the spacious Bay of Hillsborough, remarkable for the harbour of Charlotte Town, which we have before noticed, and receiving the waters of the Hillsborough, York, and Elliott Rivers on its northern and western sides, and several others of inferior note on its eastern shores. Tryon Cove is a pleasant little harbour for small vessels, situated about twenty miles to the westward of Charlotte Town, and nearly opposite the Bay Verte in Nova Scotia; it has a very dangerous sand-bar at its entrance, and will admit only boats and very light schooners. Pursuing the line of the coast towards the west, we next encounter, at the distance of about eighteen miles, Halifax Bay. The harbour lies on the eastern side of the bay, and its entrance is sheltered by a small island; at its head it branches into two rivers. It boasts several

ship-building yards, and is a considerable port for the shipping of timber. Westward of this again is Egmont Bay, a spacious estuary of about sixteen miles in width and stretching ten miles inland. It receives the Percival and Enmore Rivers, and two smaller ones, but possesses no harbour that is safely approachable either by large or small vessels, being almost entirely blockaded by shoals which stretch far into the sea. Along the extreme western shore of the island, from West Cape to North Cape, there occurs no harbour whatever.

Our account of the harbours has shown the multiplicity of rivers by which this island is traversed; some of the principal of them demand a more particular notice. Hillsborough River is the most magnificent stream the island boasts. It rises near the north-eastern coast, at no great distance from Savage Harbour, in Bedford parish, Queen's County. It flows in a south-westerly direction, through the same parish, gradually widening, and receiving in its course many tributary streams, the principal of which are, the Pisquit, which traverses, in a direction nearly due north, the township No. 37 and Johnston Rivers, which last has a similar direction, and falls into the main river in township 35; it forms, moreover, several bays and creeks, making in the whole a course of about thirty miles, till it falls into the bay of the same name at Charlotte Town, of which it constitutes the south-easterly boundary. The scenery on the whole course of this river is delightful; it is edged by numerous flourishing farms, whilst the back ground of stately timber furnishes a majestic finish to the landscape. The tide extends its influence twenty miles beyond Charlotte Town. York River, which meets the Hillsborough at the south-easterly angle of Charlotte Town, takes its source in Charlotte parish, about five miles north-west of the town, and flows in a south-easterly direction, skirting the town on its south-west side, and receiving a large creek, which indents deeply into the town allotment, till it reaches the bay, its whole course being about ten miles, of which the tide extends to nine. Its banks are, for the most part, well settled, and furnished with farms in a respectable state of cultivation. Elliott River takes its source in township No. 31 in Hillsborough parish, considerably to the west and a little to the south of Charlotte Town, and for some miles pursues a south-easterly direction, then turning north-easterly, and

widening in its course, receiving numerous creeks and small streams, till it reaches the bay, and forms a junction with the two other rivers, about a mile below Charlotte Town, and immediately above Fort Amherst. The whole course of the river is well settled, and displays flourishing farms, with scenery as romantic as any the wild features of the country afford. The three rivers, whose confluence forms the port of George Town, are the Cardigan, which rising in township No. 52, in St. George's parish, a few miles westerly of the town, pursuing a direction due east, forms the northern boundary of the town, and reaches the sea opposite Boughton Island; the Brudenelle, which has its source a few miles south-easterly of the town, and pursuing a course nearly parallel to that of the last named river, constitutes the southern limit of the town plot, and there meets the Montague, which, from this point, stretches south-westerly into the county to a distance of about ten miles. The other principal rivers are the Foxley, which, stretching from Holland Bay, south-easterly, through Egmont parish, terminates in a spacious lake bordering on Halifax parish, about eight miles from its mouth. This river, from the western side of Richmond Bay, stretches about a dozen miles, through townships 14 and 16 in Richmond parish, in a south-westerly course, and branches into various inferior streams, pursuing different directions, and extending to within a few miles of the southern shore. Boughton River, on the eastern side of the island, reaches the sea in Boughton Bay, a few miles to the northward of George Town; for about seven miles from the sea it is a broad stream, of serpentine course, with wide sand banks; towards its source it is much narrower, flowing south-easterly from township 54. On the same coast, about twelve miles south of George Town, we find Murray River, flowing into the harbour of the same name, which it reaches at about ten miles from its source, flowing in a north-easterly direction, between townships 63 and 64, in St. Andrew's parish. The other rivers, which are of minor importance, have been named in our notice of the harbours into which they flow.

Prince's County forms the north-western division of the island, extending from North Point to some miles on the south-east of Richmond Bay, where it is separated from Queen's County by a division line, running nearly due north and south from Cape Aylesbury to Brockelby's

Cove. It contains 467,000 acres, besides the 4,000 assigned to the royalty of Prince Town. The lot assigned for the town is a peninsula, projecting into Richmond Bay on its eastern side; the building lots, however, do not yet boast any houses; but the whole of the pasture lots are settled, and converted into flourishing farms, stretching round Darnley Basin to Alanby Point on the gulf shore. The entire vicinity of Richmond Bay is well settled, comprising the villages of Ship-Yard, Indian River, St. Eleanor, Bentick River, Grand River, and a considerable village on the banks of Goodwood Cove, in township No. 13. Near the North Cape is the settlement of Tigniche, in which the land has been found productive of wheat, barley, and potatoes to a very satisfactory extent. The shore from North Cape to West Cape is perhaps the least thickly settled of any part of the island; but it boasts a rich soil, covered with lofty trees, and abounds with streams and ponds of water. The whole line of coast is without a harbour; but it is practicable for landing in boats, and no doubt its many advantages will quickly attract an adequate population. At Cape Egmont there is a settlement of Acadian French. The county is reported by Colonel Cockburn to contain equal quantities of good and indifferent land. The whole of it has been granted by the crown, but the township No. 15 has reverted to its possession.

Queen's County adjoins Prince's County on the south-east, and extends about forty miles, embracing the whole width of the island, to Savage Harbour on the northern shore, whence it is separated from King's County by a line running nearly due south to the south-eastern shore, about ten miles eastward of Hillsborough Bay. It contains 486,400 acres, besides 7,300 apportioned to Charlotte Town and Royalty. The principal settlement in this county is Charlotte Town, the seat of government and metropolis, if it may be so termed, of the island. The situation of this town, as mentioned in our account of the harbour, is at the confluence of the Hillsborough, York, and Elliott Rivers; the two former of which bound two of its sides, the first on the north-east, the second on the south-west sides. It stands nearly in the centre of the island, with all parts of which it has ready communication, either by water or good roads. The ground on which it is built rises with a gentle slope from the river's edge to a moderate height; the streets are regularly laid

out in rectangles, in building lots of 80 feet frontage and 160 depth, with vacancies at chosen intervals for squares; the number of houses already built amounts to nearly 400, several of the more recent being of very handsome appearance. The public buildings are the court-house, in which the legislative assembly and the courts of chancery and judicature hold their sittings, the episcopal church, the new Scotch church, a catholic and a methodist chapel, and the new market. The barracks are situated near the water. The aspect of Charlotte Town from the water is peculiarly pleasing, rising in an amphitheatrical ascent from the water's edge, composed of gay and lively buildings, separated from each other by groves and gardens, whilst the quantity of land assigned to each house gives it the appearance of nearly twice its actual size. The fort lies on the south side of the harbour, and commands a charming view of Charlotte Town, the course of the Hillsborough River, parts of York and Elliott Rivers, and of the various thriving and picturesque settlements on the banks of all three.

On the northern shore of this county is the settlement of New London, in the district of Grenville Bay, including a very interesting new settlement called Cavendish. This district includes Elizabeth Town, Campel Town, and the whole chain of settlements round the bay and on the borders of the Stanley, Hope, and other rivers that fall into it, the whole of which are cultivated and thriving. At Rustico, on the same shore, are two Acadian French villages; and the banks of Hunter's and Whately Rivers are thickly settled, principally by emigrants from Scotland. Between this and Stanhope Cove, Breckly Point presents a pleasantly situated and flourishing settlement, whilst, at Little Rustico, the extensive and well cultivated farms afford the most cheering and inviting prospects. Along the coast to Bedford Bay, and thence to Savage Harbour, the land is pretty well settled, chiefly by highlanders. On the southern shore of this county, and on the eastern side of Hillsborough Bay, we have the district of Belfast, including the villages of Great and Little Belfast, Orwell, Pownall's, Perth, Flap River, and Belle Creek, and indeed the whole eastern and northern shore of the bay, from the estuary of the river to Beacon's Point, is thickly settled and in most flourishing circumstances. This part of the island was originally peopled

by about 800 emigrants from Scotland, brought by the Earl of Selkirk, in 1803, who, together with their descendants, are now as prosperous as any inhabitants of the island. The soil is favourable, agriculture well attended to, and crops are raised which furnish exports to New Brunswick, Nova Scotia, and Newfoundland.

King's County comprises the eastern division of the island from the boundary line before mentioned, as dividing it from Queen's County, surrounded on its northern, eastern, and southern sides by the waters of the gulf. The town plot for George Town has been laid out, as before mentioned, at the confluence of the Cardigan, Montague, and Brudenelle Rivers: but little progress has as yet been made in the erection of buildings. The banks of the rivers in the vicinity are, however, tolerably well settled, and ship-building and exportation of timber are carried on to some extent at the port. On the northern shore of this county, adjacent to Savage Harbour, and stretching thence to St. Peter's Bay, is a pleasant line of settlement, with good farms, fronting on a small lake, and thence termed the lake settlements. The borders of St. Peter's Bay and the banks of the River Morel are also thrivingly settled, and in rapid advancement towards improvement, from the exertions of Messrs. Worrell, to whom the lands principally belong. On a peninsula, enclosing the bay from the gulf, is a very pleasant settlement called Greenwich. The whole line of coast thence, to the east point is cleared, settled, and cultivated by Scotch farmers, whose husbandry is greatly assisted by the quantity of marine productions thrown on shore, affording valuable manure. Colville, Fortune, How, and Boughton Rivers, stretching from the eastern shore deep into the land, are settled on both their banks, principally by Acadian French and Highlanders. The county is on the whole so thickly settled, and the villages lie so near to each other, that where water-carriage does not afford a complete and convenient communication, good roads have been established, and are kept in constant repair.

Though situated in the Gulf of St. Lawrence and surrounded by Canada, Nova Scotia, Labrador, and Newfoundland, the climate of Prince Edward Island is by many degrees more mild and favourable than that of either of those colonies. The winter is two months shorter in duration,

and the frosts much less severe with a considerably less fall of snow. Another material advantage is the absence of fog, a vapour of very rare occurrence in this island, although in the immediate neighbourhood of places which are perpetually overhung by it. The summer season is considered to commence in April, and during the month of May progresses rapidly to its zenith. The trees acquire their foliage, the flowers blossom, and the whole face of nature assumes a luxuriant appearance. Throughout June, July, and August the heat is excessive, the thermometer rising from 80° to 90°, and during this period thunder storms are frequent. About the middle of September the weather becomes cooler, and continues to increase its wintry aspect throughout October, but even in November the weather is moderate and far from unpleasant. It is not till the middle of December that the frosts become severe and continuous, and January frequently arrives before the lakes and rivers are frozen over, or the ground covered with snow. The frosts generally continue throughout the months of January, February, and March, during which the thermometer sinks many degrees below zero. About the latter end of February and the beginning of March the island is visited by severe snow-storms, accompanied by hurricanes of wind, which produce immense drifts. The duration of the winter cannot, however, be reckoned at more than four months at the utmost, its greatest severity not continuing more than eight or nine weeks, and the general freedom from moisture during that period induces some to give it a preference to that of Great Britain. With regard to the salubrity of the climate, we may be allowed to quote the opinion of Mr. Stewart, whose account of Prince Edward Island is somewhat scarce: "The fevers and other diseases of the United States," says that intelligent writer, "are unknown here. No person ever saw an intermittent fever produced on the island, nor will that complaint, when brought here, ever stand above a few days against the influence of the climate. I have seen thirty Hessian soldiers, who brought the disease from the southward, and who were so much reduced thereby as to be carried on shore in blankets, all recover in a very short time; few of them had any return or fit of the complaint, after the first forty-eight hours from their landing in the island.

"Pulmonary consumptions, which are so common and so very de-

structive in the northern and central states of America, are not often met with here; probably ten cases of this complaint have not arisen since the settlement of the colony. A very large proportion of the people live to old age, and then die of no acute disease, but by the gradual decay of nature *."

The whole of the land in this province has been granted by the crown, but the townships 15 and 55 have again become vested in it. The soil may be appreciated by the species of timber which it produces; maple, beech, black birch, with a mixture of trees, generally indicating a rich land, whilst fir, spruce, larch, and the various descriptions of pine, are found on inferior tracts. There are very few portions of land throughout the island not applicable to agriculture, the soil being mostly light, of easy tillage, and remarkably free from stones. The deviation from this general character is found in the swamps and bogs, which, when drained, form good meadow land; there are indeed some tracts termed barrens, but these bear a very insignificant proportion to the good land, nor are there any of them but what good management might reclaim. The marshes on the sea-board, which are occasionally covered by the tide, produce a strong grass, which is consumed by the cattle in winter, and when they are enclosed and drained become either excellent meadows, or, if ploughed, afford good grain crops. The land has, for the most part, been cleared of its heavy timber, which has been an important article of export to Great Britain. Pines of various descriptions are found, but they do not abound sufficiently to form an article of commerce. The red and pitch, and the yellow or white, pine are the most frequent. There are several varieties of the fir, the spruce, larch, and hemlock, red and white; beech of a majestic size is universally met with; sugar maple in several varieties; birch, white, yellow, and black; oak of indifferent quality and in small quantities; elm, which is scarce; black, grey, and white ash; poplar and white cedar complete the list of trees that may be denominated timber. The ordinary fruits of England, and which have been mentioned as common to the other

* Account of Prince Edward Island, by John Stewart, Esquire, late Paymaster, St. John's, Newfoundland. London, 1806.

British North American colonies, are plentiful here, and grow to great perfection. There are besides sarsaparilla, ginseng, and many other medical herbs. Neither limestone, gypsum, coal, nor any valuable mineral has yet been discovered. Red clay for bricks, and white fit for common pottery works, are met with in abundance. The animals found here are nearly the same as those we have mentioned as inhabiting our other American colonies, to which may be added otters, loup-cerviers, or wild cats, and seals, which are to be found in the bays and creeks; walruses used formerly to be found, but of late years the breed appears to have become extinct. Of birds, fish, and insects, the catalogue is nearly the same, and it therefore would be superfluous to enumerate them; but we may observe that all round the coast and in all the bays and creeks, the more valuable sorts are found in the greatest abundance, furnishing not only a plentiful supply for the consumption of the island, but a considerable article of commerce.

The nearly level surface of the ground through the greater part of the island, the quality of the soil, and the favourable nature of the climate, are peculiarly calculated to invite the settlers to a steady pursuit of agriculture. The timber trade and the fishery have here, however, as in other colonies, seduced the short-sighted and those eager for rapid returns, to their apparently more productive employments; but the timber is now so far cleared, and the prosperity of the consistent agriculturist so palpable, that the cultivation of the earth seems from this time forward likely to be looked to as the most certain and profitable occupation of time, labour, and capital. Wheat thrives well here, and has furnished not only an abundant supply for the consumption of the inhabitants, but also for exportation to Nova Scotia. As agriculture improves, no doubt the quantity produced will increase, and the West Indies afford a ready market for any quantity that may be raised. Rye, oats, and barley also succeed. Beans and peas are not cultivated to any extent, but generally yield average crops. Indian corn does not seem to thrive in this soil. Flax is raised for domestic purposes, and the success that attends its culture seems to promise well for its growth as an article of exportation: hemp does not succeed so well. Wheat and oats are sown in the latter part of April, when the weather is favourable, otherwise in May; barley

as late as June. Fruit, flowers, garden-vegetables, &c. occupy the attention of the horticulturist in the month of May. On the low and marsh lands grass grows in luxuriant crops; timothy, red and white clover, and some species indigenous to the soil are plentiful; haymaking commencing and generally concluding in the month of July; but barley harvest commences in August; that of wheat and oats in September. The cattle here thrive well, and produce good beef, but do not grow to the same size as in England. Sheep and swine also answer well. The breed of horses is small, and by no means beautiful; but they are hardy, and can bear much fatigue. The farms are usually laid out in 100 acre lots, of 10 chains frontage by 100 depth, and wherever it is practicable, fronting on a river, creek, bay, or road. The agricultural system pursued here, however, is defective in the last degree, and were not the soil by nature exceedingly productive, the little skill employed on it would afford but small assistance. The farmers are exceedingly negligent in applying manure, though that of the most efficacious kind abounds in all directions. Great quantities of sea-weed are constantly thrown on shore, which is an excellent manure; and in all the bays and creeks may be collected, to an incalculable extent, that composition of mud, decayed vegetable and animal substances, shells, &c. called muscle-mud, remarkable for its efficacy as a manure. The introduction of some intelligent farmers from Yorkshire and the southern parts of Scotland, has, within these few years, done much towards improving the usual mode of cultivation.

As peculiarly apposite to the purposes of this work, and as it has not been laid down in any other part, we will here give a brief sketch of the progress of a new settler, located upon uncleared forest land; and we do not know that we can better do so than in the words of a writer we have before thought proper to quote.

"The first object is to cut down the trees, which is done by cutting with an axe a notch into each side of the tree, about two feet above the ground, and rather more than half through on the side it is intended the tree should fall. The lower sides of these notches are horizontal, the upper make angles of about 60°. The trees are all felled in the same direction, and after lopping off the principal branches, cut into twelve

or fifteen feet lengths. The whole is left in this state until the proper season for burning arrives, generally in May, when it is set on fire, which consumes all the branches and small wood. The large lops are then either piled in heaps and burnt, or rolled away to make fencing stuff; some use oxen to haul them off. The surface of the ground, after burning the wood on it, is quite black and charred; and if it be intended for grain, it is now sown without farther preparation or tillage, other than covering the seed with a hoe. By some (i. e. by those who have the means) a triangular harrow, drawn by oxen, is used, in preference to the hoe, and to save labour. Others break up the earth with a one-handled plough, with the share and coulter locked into each other, and drawn also by oxen, a man attending with an axe to cut the roots. Little regard is paid to making straight furrows, the object being no more than to work the ground, that the grain may be more easily covered. Potatoes," (which, by the by, to settlers with limited means are, from their easy culture and quick production, as an article for food the very first object of attention,) "are planted in round hollows, three or four inches deep, and fifteen to twenty inches broad; three or five sets are planted in each of these, and covered over; the hoe alone is used; with such preparation a plentiful crop of grain or potatoes is raised the first, second, and often the third year without manure. Wheat is usually sown the second year after potatoes, without any tillage except harrowing or rolling the seed in. Along with this second crop, timothy or clover seed is sown by prudent farmers, after which they leave the land under grass until the stump can be got easily out, clearing and bringing in new land in the same manner each year until they have a sufficient quantity enclosed. The roots of the spruce, beech, birch, and maple, will decay sufficiently to take out the stump in four or five years. The decay of pine and hemlock requires a much longer time. After the stumps are removed, the plough is used, and the same system of husbandry is pursued as is most approved of in Great Britain.

"The habitations which the settlers first erect are in imitation of the dwelling of an American backwoodsman, and constructed in the rudest manner. Round lops, from fifteen to twenty feet long, without the least dressing, are laid horizontal over each other, and notched at the

corners, so as to let them down sufficiently close; one is first laid to begin the walls of each side, then one at each end, all crossing each other at the corners, and so on until the wall is raised six or seven feet. The seams are closed up with moss or clay, three or four rafters are then laid for the roof, which is covered with the rinds of birch or fir trees, and thatched either with spruce branches or long marine grass that is found washed up along the shores. Poles are laid over this thatch, together with birch wythes, to keep the whole secure. The chimney is formed of a wooden framework, placed on a slight foundation of stone, roughly raised a few feet above the ground. This framework goes out through the roof, and its sides are closed with clay and a small quantity of straw kneaded together. A space large enough for a door, and another for a window, are cut through the walls; under the centre of the cottage, a square pit or cellar is dug, for the purpose of preserving potatoes and other vegetables during winter; over this a floor of boards or logs, hewn flat on the upper side, is laid, and another over head, to form a sort of garret. When the door is hung, a window sash, with six, nine, or twelve frames, is fixed, and one, two, or three bed places are put up; the habitation is then considered fit to receive the new settler and his family*."

This is what is termed a log hut, and, as well as the mode of clearing and cultivating the farm here described, is common to new settlers in all parts of the British North-American dominions. Those who have the means, however, even in the first instance, proceed somewhat further in decorating and rendering commodious their habitation, such as covering the roof with shingle boards, and lining the wall, floor, &c. with planks, and covering them with matting or baize; so that the house, though presenting a rugged and uncouth appearance, is by no means destitute of comfort. In raising this first habitation, if any where adjacent to a settlement, abundant assistance is voluntarily contributed by the neighbours, under the denomination of a *frolic*, and is afforded at the price merely of a few regales of meat, fish, potatoes, and rum, being often thus accomplished in a single day. The estimate of a poor settler's expense of fixing himself upon his land in the woods, until he can make

* J. M'Gregor, &c.

it productive, will be found in an extract from the evidence transmitted by Colonel Cockburn, with his report, inserted in our Appendix.

The trade of this island is inconsiderable. During the time it was in the possession of the French, their jealousy on behalf of Louisburg prevented them from at all cultivating it. The locality of the place seems as well to adapt it for a fishing station as Newfoundland, and the facility with which supplies are raised would seem to offer a temptation greater than any which that island possesses; nevertheless the curing of fish for exportation has never been carried on here to any great extent. A good market is afforded at home for the consumption of cured fish by the timber and ship-building trades. In all new wilderness countries the timber trade is the first object of attraction; but the quantity that has been felled, and the small proportion of uncleared land that remains, have reduced the timber trade of this colony to a trifling amount. Ship-building is still a branch of trade of some moment; and the vessels built here have a good reputation for trim and durability. Numbers of vessels, from 150 to 600 tons, are readily disposed of in the British market; and to this may be added a large number constantly constructed for the Newfoundland fisheries; a considerable supply of live stock, provisions, corn, and vegetables is also uniformly forwarded to that country, from which West India produce is received in return. Large exportations of agricultural produce also take place to Nova Scotia and New Brunswick, and of provisions of every description to the Bermudas. The amount and description of exports and imports during a series of years will be seen by tables contained in the Appendix.

The population of the island, by the census of 1827, was taken at 36,000, but since that time the increase has been so considerable, that it may now be estimated at about 50,000. Society, which has here advanced rapidly, is not distinguished from the society in the other colonies by any peculiar features, and its different classes are very similarly divided. A decided aristocracy is of course wanting, but the members of the council, the employés of government, the superior classes of the military, merchants, and traders of all sorts, who have attained a tolerable degree of affluence, constitute here an upper class, who are by no means

backwards in cultivating the amusements and refinements of civilized life. Charlotte Town is the only place where people are sufficiently congregated to form any thing that can be termed society, and, this being the capital, possesses of course persons of every class. Those who are received at the castle, or government-house, being deemed the superiors, have assemblies, balls, dinners amongst themselves, and sometimes amateur theatricals. Others indulge in pic nic, or what in England would be termed gipsy parties, in making country excursions, and each taking his own provisions. As almost every housekeeper is the owner of a horse and a carriole, or winter sledge-carriage, they are readily able to procure such indulgencies. The farmers and husbandmen comprise every class—American loyalists, Acadian French, and emigrants from England, Scotland, and Ireland, whose manners, even in this distant but desirable exile, are in a great measure influenced by their national characteristics and peculiarities. English settlers are distinguished by the cleanliness, neatness, and propriety of their establishments; Scotchmen by their patient endurance of the hardships incidental to early settlement, and their persevering pursuit of wealth and substance, with much more neglect of what we term comfort; and the Irish by a more eager desire to secure temporary advantages and the means of present indulgence. All those occupied in husbandry and farming, to which many join some share in the fishery, timber, and ship-building trades (though the advantage of such a multiplicity of pursuits is somewhat more than equivocal) find abundant employment during the year, without seeking to share the amusements of the town, or substituting others of a more rural description. The amassing of money, it may be here observed, and the remark applies equally to all the American colonies, is absolutely impracticable. From nothing a man may rise to independence; he may find the means of comfortable subsistence assured to all his family and their future generations, but the realization of sums of money is not to be accomplished. The American settlers, peaceable and industrious, are remarkable for the variety of occupations which each individual unites in his own person. The facility of obtaining ardent spirits, and the free use made of them, operates here, as in all our other colonies, as a serious drawback on the morality and prosperity of the colonists.

The French Acadians, probably about 4,000 in number, and settled principally along the coasts, retain much of their primitive simplicity in dress, manners, and pursuits. A round jacket and trousers is the usual habit of the men, any instance of departing from which would be treated with the utmost ridicule; and the women exhibit an appearance very similar to that of the Bavarian broom-girls so commonly seen in this country. They are rather looked down upon by the European settlers, but are nevertheless perfectly inoffensive, and for industry they are not to be surpassed. They, however, apply this virtue to such a diversity of pursuits,—those who live on the coast following ship-building, lumbering, fishing, and farming—that they seldom advance in wealth so much as those who steadily follow any one of those occupations singly. The women, as housewives, are perfect patterns, and such is their activity, that they have seldom to go beyond the precinct of their own establishment for any necessary whatever, the whole of their clothes and other articles for home use being the product of domestic manufacture.

The established religion of the colony is that of the Church of England, though it has perhaps fewer professors than any denomination known there; the members of the Church of Scotland claiming, in consequence, a right to use the church of St. Paul, in Charlotte Town, equally with those of the established form. The only other English church is at St. Eleanors. The Kirk of Scotland have a large and elegant building at Charlotte Town, and another, built by the Earl of Selkirk in 1803, in the heart of the Belfast settlements. A class of dissenters from the Kirk of Scotland, called ante-burghers, have several places of worship in various parts of the island; the baptists have two or three, and the methodists about eight. There is a spacious catholic chapel at St. Andrews, about eighteen miles from Charlotte Town; to this communion all the Acadians belong, as do the remains of the tribe of Mic-mac Indians, who have a chapel on Lennox Island, Richmond Bay.

The government of Prince Edward Island, although the population is comparatively small, is perfectly independent of the control of any of the adjoining provinces, and constituted on the same principle as those of the other British-American colonies; viz. as close an approximation to that of the mother country, in principle and form, as the variation of cir-

cumstances will admit. The executive power is lodged in the hands of the lieutenant-governor and a council; this council holds likewise a senatorial office, somewhat similar to that of the upper house of the British parliament. There is also a representative body, elected by the colonists, called the Legislative Assembly. Its functions, the qualifications of its members, and the limitations upon its authority, as well as upon that of the other bodies named, are similar to those which have been before detailed with respect to the other provinces of the Anglo-American dominions. There is a Court of Chancery, over which the governor presides, and the practice of which is regulated by that of the same court in England. There is also a Supreme Court of Judicature, which decides both in criminal and civil causes, wherein a chief-justice presides, its practice assimilating as nearly as possible to that of similar courts in Britain. The same persons fulfil the offices both of attorneys and advocates, and plead indifferently in both courts. There is one high-sheriff for the island, appointed annually by the governor. Small debts are recoverable before local magistrates, and minor offences are adjudged by justices of the peace.

We shall conclude our account of this interesting section of the British dominions, with another short quotation from Mr. M'Gregor's work, and we do so merely by way of expressing our entire concurrence in his opinion, and confirmation of the inference at which he has arrived:—"When we view the position of Prince Edward Island, in regard to the countries bordering on the Gulf of St. Lawrence, the excellence of its harbours for fishing stations, and take into account that the whole of its surface may, with little exception, be considered a body of fertile soil, it does not certainly require the spirit of prophecy to perceive, that unless political arrangements may interfere with its prosperity, it will in no very remote period become a valuable agricultural as well as commercial country."

For a list of the prices of land, produce, and other various articles of common consumption, we refer the reader to the Appendix.

CHAPTER XII.

NEWFOUNDLAND.—Situation, Boundaries, and Extent—Historical Summary—Settlements—St. John's—Soil—Timber—Climate—Population—Government—Fisheries.

THE island of Newfoundland lies on the north-eastern side of the entrance into the Gulf of St. Lawrence, between the latitudes 46° 40′ and 51° 39′ north, and longitudes 52° 44′ and 59° 31′ west. Its form is somewhat triangular, but without any approach to regularity, each of its sides being broken by numerous harbours, bays, creeks, and estuaries. It is separated on the north-west from Canada by the gulf; its south-west point approaches Cape Breton; north and north-east are the shores of Labrador, from which it is divided by the Straits of Belleisle; and on its eastern side expands the open ocean. It lies nearer to Europe than any of the British American colonies, or indeed any part of America. Its circuit is not much short of 1,000 miles; its width, at the very widest part, between Cape Ray and Cape Bonavista, is about 300 miles, and its extreme length, from Cape Race to Griguet Bay, about 419, measured on a curve. From the sea it has a wild and rugged appearance, which is any thing rather than inviting. Its interior has been very imperfectly explored, and is therefore but little understood. In 1823, a Mr. M'Cormach succeeded in traversing its breadth from Conception Bay on its east to St. George's Bay on its western side; and, from his account, it appears, that this district is much intersected with lakes and rivers, is poorly wooded, and of a rocky and barren soil. Newfoundland, in this respect, thus differs amazingly from the other American colonies, producing little timber but what is dwarf and stunted, except on the margins of bays and rivers, where spruce, birch, and poplar sometimes grow to a considerable size.

Newfoundland was first discovered by Cabot, though the French formerly founded a claim on the ground of the discoveries of Verazani.

The first attempt at forming a settlement was made in the reign of Henry VIII. by two persons of the names of Elliott and Thorn, which settlement was subsequently followed up by another eminent mercantile man of the name of Hare. The ill fortune that attended these attempts discouraged all future ones, on the part of the English, for some years; till, in 1579, a fishing adventure, commanded by Captain Whitburn, was so successful as to induce him to repeat it: in the meantime, possession was taken of the island in the name of Queen Elizabeth, and the Portuguese, who had established themselves upon the coast, were driven away. In the next reign a charter was granted to the "treasurer and company of adventurers and planters of the cities of London and Bristol for the colony of Newfoundland," which association located a colony at Conception Bay in 1610. In 1614, the before-mentioned Captain Whitburn received a commission to establish tribunals and punish offences committed in this colony and the adjacent fisheries, from which we may conclude they were then in the exclusive possession of the English. Two persons of the names of Dr. Vaughan and Sir George Calvert in the next year procured grants of parts of the island, formerly granted to the above company: the latter gentleman succeeded in establishing a very flourishing colony at Ferryland, where, having been created Lord Baltimore, he erected a fort, and resided many years. About the same time a colony was sent from Ireland by Lord Falkland, the lord-lieutenant, and shortly afterwards Lord Baltimore returned to England, continuing to govern his property by deputies. Sir David Kirk, in 1654, obtained grants in this island, previous to his settling in Canada. Settlements now continued to be made all along the eastern coast of the island; and the French succeeded in establishing themselves in Placentia Bay on the south. In a few years after Lord Baltimore's leaving the island, it was computed that not fewer than 350 families were settled there, though scattered through fifteen or sixteen different points of settlement. The various measures tending to the amelioration of the colony seem always to have been a subject of dispute between the settlers on the island and the English merchants trading in the fisheries there; the former, in 1667, applied for the appointment of a local governor, which was vehemently resisted by the latter; and on a renewal of that application in 1674, when

it was referred to the Board of Trade and Plantations, they, influenced by the representations of the latter body, not only reported against the project but also advocated the total discouragement of all plantations whatever on the island, even recommending the forcible deportation of the settlers. A cruel persecution of this sort ensued, and representations on one side, and counter-representations on the other, in 1697, at length elicited another report from the same board, in which they certified in behalf of a moderate number of settlers, limiting them to 1,000. An act for the regulation of the colony (10 and 11 William and Mary) was passed in 1698, which did little but enforce the former barbarous policy. In 1701 a report was made by Mr. Larkins, who had been sent out by government expressly to obtain information as to our American possessions, and the picture of misrule and disorder which he gives, in mentioning Newfoundland, speaks all that can be said of the policy by which it had been hitherto regulated.

From 1702 till the peace of Utrecht in 1708, the colony was much disturbed by the French, whose establishments in Canada, Cape Breton, and even on the island, at Placentia, afforded them abundant opportunities of annoying our settlements and fisheries. Some representations had, in the meantime, been made to Queen Anne's government on the state of this colony by the House of Commons, and the inhabitants had themselves instituted some useful regulations, when at length, in 1729, a Captain Henry Osborn received a commission as governor of Newfoundland, with powers to appoint justices of the peace, administer oaths to them, to erect a court-house and prison, and other authority calculated to support his administration. The same petty, factious, and interested opposition which had been manifested by the traders and fishing *admirals*, as the commanders who arrived first on the coast were ludicrously nicknamed, to the appointment of a civil government, were continued against the administration of it, and every species of opposition practised for several years, till, in 1738, after repeated references to the Board of Trade, and to the opinions of the law officers, as to the powers possessed by the governor under the existing commission, an enlarged one was issued to Captain Drake, including a power to the tribunals there to try, convict, and punish felons.

In 1754 Lord Baltimore claimed the part of the island formerly granted to his ancestor, but the Board of Trade reported it as unsubstantiated. About the same time the French claimed the privilege of fishing as far as Cape Bay, contending that it was the same as Point Riché, mentioned in the treaty of Utrecht. This unfounded demand was also rejected by the Board of Trade. By the recommendation of the same board, in 1764 a custom-house establishment was also formed on this island, with a comptroller and collector, appointed by the commissioners in England.

The revolutionary war in America occasioned fresh disputes as to the right of fishing on the banks of Newfoundland. The New Englanders had theretofore exercised such a right to a very considerable extent, and on this being resisted, they declined supplying the colony and fisheries with many articles of provision (which they had been in the habit of doing), to the great distress of the inhabitants and those engaged: this power of reciprocal annoyance occasioned the subject to form one of the articles of the treaty of peace, signed at Paris in 1783, by which it was stipulated that the inhabitants of the United States should have liberty to take fish of every kind on such part of the coast of Newfoundland as British fishermen should use, but not to dry or cure their fish on the island. The question of the supplies from America was diversely agitated on subsequent occasions, being always opposed by the western merchants; it has, however, always continued, and was authorized by act of parliament in 1822; limiting these supplies, however, to such as should be made in British bottoms.

The imperfect administration of justice amongst the colonists for years continued a subject of just and constant complaint. A commission was granted to Admiral Milbanke, in 1789, to establish local courts in the colony, on a more satisfactory footing than those previously in existence; but nothing that he was able to accomplish placed the proceedings of the civil courts in any better point of view. In 1791 a new bill on the subject passed the British parliament; and in 1792 another, amending the former, both being considered as mere experiments. In 1824 another act of the Imperial Parliament regulated afresh the administration of justice in Newfoundland, but was limited to the continuance of five

years. This, like all its predecessors, has failed to give satisfaction; a constant opposition of interests and views seems to have existed amongst the inhabitants of that colony, and the merchants of this country trading thither and engaged in the fisheries, a collision which, it is hoped, the advance of intelligence, and the increasing wealth, prosperity, and numerical force of the colony, will soften down into an enlightened and mutual effort to promote interests which are inevitably reciprocal. By this last act, a chief-justice, and two assistant judges, are appointed; the island is divided into three districts, and a court is held annually in each. The expense attending the circuits of the judges occasions a strong feeling of discontent amongst the colonists, even with this last effort of the legislature to bestow on them the boon of a steady, consistent, and constant administration of justice.

For a long series of years the colony existed merely as a fishing settlement, the fisheries being carried on entirely by merchants residing in Great Britain. These considered the small and insignificant number of planters resident in the colony as persons by no means entitled to interfere with their interests or dispute their pleasure, and therefore always resisted any measures for the amelioration of the situation of a body of people whom they treated as subservient to themselves; the increase of the population however, now amounting to not less probably than 75,000 souls, and the advance of agriculture and commercial pursuits amongst the residents, render them entitled to be placed a little above the caprices of the body of traders, however the interests of the last, duly considered, are identified with those of the British empire at large. It is stoutly contended on the behalf of the fisheries, that they are utterly incapable of submitting to any burthen or contributing to any expensive form of government for the colony; and their vast importance as a nursery for British seamen, and a source of employment for British shipping, renders their situation a subject of anxious attention to the British legislature, which must, however, keep on its guard against the representation of that ruthless selfishness which is but too frequently the characteristic of those absorbed in a commercial speculation.

As all the importance attached to this colony has arisen exclusively from its fisheries, little has been done on shore to claim our attention.

The different settlements amount to about sixty or seventy in number, and are scattered on the shores of the eastern and southern sides of the island, but principally the former; there are indeed some inhabitants on the western shore, near its southern extremity, but they do not extend northward of St. George's Bay, though the vicinity of that bay has proved extremely fertile. Both the eastern and southern shores are broken by several deep bays; on the former, the principal are Hare Bay, very near the northern extremity; and proceeding southerly, White Bay, Bay of Notre Dame, Bay of Exploits, Bay of Bonavista, Trinity Bay, and Conception Bay; on the southern shore are Trepassey Bay, Placentia Bay, St. Mary's Bay, and Fortune Bay. It is about the heads of these bays that the settlements are found. On the whole shore of Conception Bay, thence to St. John's, and southward to Cape Race, the settlements are numerous and populous; the principal are, besides St. John's, the Bay of Bulls, Brigus, Cape Broyle Harbour, Ferryland, Fermore, and Renowes; but there is little in any of these settlements to demand particular attention. Ferryland is the first that was ever brought into cultivation and importance, by the early settlement of Lord Baltimore; and even now there is a greater extent of land under tillage there than at any settlement on that coast.

St. John's is the principal settlement, and only town in the island; it is the seat of government, and chief harbour for our vessels. As Lieutenant Chappell's is perhaps the most accurate account of the harbour that can be furnished, we shall insert it here. "The entrance to St. John's Harbour forms a long and extremely narrow strait, but not very difficult of access. There are about twelve fathoms water in the middle of the channel, with tolerable good anchorage ground. The most lofty perpendicular precipices rise to an amazing height upon the north side, and the southern shore appears less striking in its altitude, only from a comparison with the opposite rocks. There is a light shown every night on the left side of the entrance, where there are also a small battery and a signal post. Other batteries of greater strength appear towering above the rocky eminences towards the north. At about two-thirds of the distance between the entrance, and what may properly be termed the harbour itself, there lies a dangerous shelf, called the chain rock, so named

from a chain which extends across the strait at that place, to prevent the admission of any hostile fleet. Mariners on entering the place ought to beware of approaching too near the rocks beneath the light-house point. In addition to the fortifications already noticed, there are several other strong fortresses upon the heights around the town, so as to render the place perfectly secure against any sudden attack. Fort Townshend is situated immediately over the town, and is the usual residence of the governor. Forts Amherst and William are more towards the north, and there is also a small battery perched on the top of a single pyramidal mount, called the crow's nest."

The latitude of St. John is 47° 35′, its longitude 52° 48′; it is situated about seventy miles to the north of Cape Race, and about 120 south of Twillingate Island, in the Bay of Exploits, our most northerly settlement on the island. The town forms one long straggling street, extending nearly parallel to the shore on the north side of the port, from which branch out several narrow lines of houses, which will bear no designation superior to lanes. The houses are built chiefly of wood, though diversified by some of brick, and a few of stone, but they are most irregularly placed, in consequence of an act of the British legislature, passed in 1820, after the great fires, and which directs, that where the houses are built of stone, the street shall be forty feet in width, and where of wood fifty, so that all the stone houses project ten feet into the street. The principal feature of the town is its multitude of wharfs and fishing stages, which entirely line the shore. The government wharf is a fine broad quay, open to the accommodation of the public. The number of taverns and public-houses seems very disproportionate to the place. The roadway of the main street is very rugged and irregular, and in wet weather scarcely passable for mud and filth. The general appearance of the town indicates exactly what it is—a mere fishing station.

It is difficult to calculate the population of a town which varies so constantly. At the height of the fishing season it is perfectly crowded, but the greater part of this population returns with the vessels to Europe. The resident population may be fairly rated at about 11,000. This town has suffered frequently and severely by fires: in 1815 a great amount of property was destroyed by a visitation of this sort, which was repeated

in November, 1817, with increased severity, 140 houses and property to the amount of 500,000*l.* being then consumed. Within a few days after another conflagration destroyed nearly all of the town that was left by the former one, and, in the August of the same year, a fourth calamity of the like kind inflicted another loss upon the town. There are places of public worship of various denominations at St. John's, and two school-houses, one established by Lord Gambier, in 1802, for children of both the protestant and Roman creeds, who attend to the number of 300, and another, erected by the efforts of the Benevolent Irish Society, the benefits of which are extended to 700 or 800 children. There are three weekly newspapers published, and a book society has been established.

Since several merchants, deeply engaged in the trade, have settled here, and many industrious inhabitants have by their consistent efforts raised themselves to comparative wealth, and since the administration of justice has been placed on a more permanent and certain footing than formerly, the state of society has continued rapidly advancing in respectability and civilization, and is now better than could be expected from a fishing station, the internal improvement of which has been so uniformly discouraged. The settlements continue almost continuously along the southern shore, as far as Fortune Bay, and at most of the harbours there are places of worship. The settlement at St. George's Bay is perhaps more agricultural than any other on the island. "There are tracts of excellent land, with deep and fertile soils, covered in many places with heavy timber; coal, limestone, and gypsum abound in great plenty in this part of the island. At the heads of the bays and along the rivers there are many tracts of land, formed of deposits washed from the hills; the soil of which tracts is of much the same quality as that of the savannahs in the interior of America. These lands might be converted into excellent meadows, and if drained to carry off the water, which covers them after the snows dissolve, they would yield excellent barley and oats. The rich pasturage, which the island affords, adapts it in an eminent degree to the breeding and raising of cattle and sheep, insomuch as to authorize the belief that it might produce a sufficient quantity of beef to supply its fisheries. Firs of various sorts, poplars, birches, and a

few maple trees are found in Newfoundland, with a variety of shrubs. Most of the English common fruits arrive at perfection, and various grasses grow spontaneously in all the plains. The wild animals are nearly the same as those of Prince Edward Island, and indeed of our other American colonies. The Newfoundland dog is an animal whose peculiarities and virtues are too well known to need any detail in this place; it is, however, generally considered, that the true original breed exists now only on the coast of Labrador.

The climate is severe and the winter long, but it has generally been represented more unfavourably than strict truth will warrant. The excess of humidity and constant visitation of dense fog, which have been commonly ascribed to these coasts, is by no means a continual visitation; the sea winds often bring a considerable quantity of vapour to the southern and eastern coasts, but it is only when the wind blows from the sea that this inconvenience is felt. The range of the thermometer is nearly the same as in Canada, but as the length of the island extends over nearly five degrees of latitude, it will of course vary. The harbours on the Atlantic shore are generally freed from their icy bonds earlier than any other within the Gulf of St. Lawrence, and the western shore is seldom visited by fogs. The heat of the summer is sometimes oppressive in the daytime, but the mornings and evenings, as in almost all insular situations, are temperate and agreeable. The breaking up of the winter, when the vast shoals of ice formed in the northern regions are driven along the coast by the winds, is the most disagreeable time of the year. The inhabitants, however, maintain excellent health, and, notwithstanding the exposure and hardships of a fisherman's life, frequently attain a remarkable longevity.

The population of the island has greatly increased of late years. The census of 1827 gave 36,000 as the gross amount; it has been recently rated as high as 90,000, but truth will perhaps be more strictly consulted in fixing the number at 75,000. There are no good roads in the island but those in the immediate vicinity of St. John's. As has been before remarked, the fisheries are the chief business of the island, agriculture being pursued to an amount far from sufficient to supply the wants of

the inhabitants. The number of vessels employed in the fisheries in the year 1830 was 700, and the amount of imports into the island 640,000*l.*

The nature of the institutions by which this island is governed has been explained in our slight sketch of its history. Application has been recently made to the British parliament for the institution of an independent colonial legislature. This, like every other attempt to improve the colony, is resisted by those principally engaged in the fisheries; but as neither parties nor jealousies can, at the present day, be expected to influence the inquiries or decisions of the British legislature, there is no doubt that all will be done which the welfare of the colony requires. If the parliament does not go the length of granting an independent legislature, the institution of a corporate body in St. John's might in some measure supply the deficiency, and it seems one to which the advanced wealth, number, and intelligence of its inhabitants entitle them.

FISHERIES.

THE fisheries are entitled to a few words of separate consideration in concluding our chapter on Newfoundland. They have ever since the discovery of North America been the theme of the particular solicitude, not of Great Britain alone, but of France, Spain, and Portugal, and subsequently of the United States of America, and have evidently been esteemed a subject of the utmost importance in the negotiation of all treaties involving the British, French, or American interests on the western side the Atlantic. It appears that as early as 1517 about fifty French, Spanish, and Portuguese vessels were engaged in the cod-fishery of the Banks, whilst England had but *one ship* employed in that quarter; and although this unit appears to have, in 1578, increased to fifteen, the fishing trade of the other powers had improved in a far greater degree, France having at that period no less than 150 ships engrossed by it, Spain 100, and Portugal 50*. The British shipping occupied in the Newfoundland fisheries some years afterwards, however, increased apace, and in 1615 it amounted to 250 vessels, whose aggregate burden was 1,500

* Hakluyt—Herrara—quoted by M'Gregor.

tons; the total number of French, Biscayan, and Portuguese ships employed at the same date were 400 *.

Anterior to the Treaty of Utrecht, the extent of the respective rights of those nations who participated in the advantages of the Newfoundland fisheries was never defined, but that treaty placed matters in rather a more distinct light. Newfoundland itself, and the islands adjoining, were thereby exclusively left in the possession of Great Britain, the French retaining, under the thirteenth article, the right of fishing on the banks and using the shores of the islands between particular points, viz. from Point Riche (which the French afterwards pretended to be the same as Cape Ray), round the north extremity of the island, to Cape Bonavista on the eastern coast. By the treaty of peace concluded in 1763, this privilege was confirmed to France, and the right was extended to fishing in the Gulf of St. Lawrence at the distance of three leagues from all coasts belonging to Great Britain, whether continental or insular. Their fisheries out of the gulf were not to be carried on but at the distance of fifteen leagues from the coasts of Cape Breton. By another article of the treaty the islands of St. Pierre and Miquelon are ceded to France as a shelter for French fishermen, under an express stipulation against their being fortified, or guarded by more than fifty men for the police.

When the United States, in 1783, took their station in the list of independent nations, they laid claim to a participation in those treasures which the waters of the Newfoundland banks and of the Gulf of St. Lawrence contained. As colonies they had reaped no inconsiderable benefits from those fisheries, and thus knowing their full value, stipulated and obtained particular privileges, which were agreed to by the third article of the treaty. These extensive privileges are expressed in the following distinct language of that part of the treaty:

"Article III. It is agreed that the people of the United States shall continue to enjoy unmolested the right to take fish of every kind on the Grand Bank, and all other banks of Newfoundland, also in the Gulf of St. Lawrence, and at all other places in the sea where the inhabitants of

* Lex Mercatoria.—M'Gregor.

both countries used at any time heretofore to fish; and also that the inhabitants of the United States shall have liberty to take fish of any kind on such part of the coast of Newfoundland as British fishermen shall use (but not to dry and cure the same on that island); and also in the bays and creeks of all other of his Britannic Majesty's dominions in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks of Nova Scotia, Magdalen Island, and Labrador, so long as the same shall remain unsettled; but so soon as the same or either of them shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of that ground."

In negotiating the convention of 1818 the subject was not lost sight of by the United States' plenipotentiary, and the opportunity was seized, not only of confirming but of extending the stipulations of the above article of the treaty of 1783. "Whereas," says the convention, "differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry, and cure fish on certain coasts, bays, harbours, and creeks of His Britannic Majesty's dominions in America; it is agreed between the single contracting parties, that the inhabitants of the said United States shall have *for ever*, in connexion with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland, which extends from Cape Ray to the Ramcau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quiperon Islands, on the shores of Magdalen Islands, and also on the coasts, bays, harbours, and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belleisle, and thence, northwardly, indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company." But the limitation contained in the former treaty, relative to the settlement of the coasts, is further continued. Besides these express rights, the Americans long enjoyed the advantage of supplying Newfoundland with provisions and stores used in the fisheries; but the jealousy of colonial traders being awakened led to the enactment of the 26 Geo. III. chap. 1, which ex-

cluded American ships from the right of importing into Newfoundland bread stuffs and live stock, the trade being exclusively confined to British shipping. The law was, however, in a great measure evaded; indeed the difficulty of enforcing it must have been apparent, when United States' vessels had a right to enter our waters, lie along our fishing coasts, and use our shores; and therefore enjoyed numerous opportunities of eluding discovery in their violation of the statute. A more recent enactment *, however, offers probably a better guarantee to the British merchant against the competition of American produce in Newfoundland, certain duties being imposed upon all foreign goods and provisions imported into that island, whilst the exports from it, to any foreign state, are to be made in British built ships only.

Thus stand the rights and privileges of the United States with regard to the Newfoundland and Labrador fisheries, and it is evident that with the exception of the mere ownership of the adjacent countries, the Americans are, as fully as Great Britain, participant in the direct and incidental advantages attached to those fisheries, viz. the prosecution of a lucrative trade, and the practical education of mariners. Possessed as England was of the surrounding fishing coasts, it was in her power to secure to herself the exclusive enjoyment of those immense aquatic sources of wealth and power, since the mere privileges of fishing on the banks, which might, without injury to herself, have been tolerated in foreigners, would have been of little avail without the right of using the shores of the adjacent territories and islands; and if it be asserted that, in the nature of things, the one privilege could not be granted without the other, since the one is accessory to the enjoyment of the other, still we may say, that had the restrictions been far more circumscribed than they are, British subjects engaged in the fisheries would not be aggravated to the extent they now are, by the abuse of the privilege by American fishermen, who, relying upon the latitude allowed them, are emboldened to acts of outrage against the more legitimate tenants of the shores, and assert a superiority which should belong to Great Britain alone in that quarter. The exercise of the rights of the

* 3 Geo. IV. chap. 44.

nations concerned in the Newfoundland fisheries, viz. England, France, and America, calls loudly for ulterior regulations, and we can only say, that such a measure is of vital importance to the preservation and future value of the fisheries.

We shall conclude our remarks by an extract from the voyage of Lieutenant Edward Chappell, R. N. to Newfoundland and Labrador, descriptive of the mode of conducting the *shore fishery*.

"There are a number of boats, fitted with masts and sails, belonging to each fishery, two or four men being stationed to a boat. At the earliest dawn of day the whole of these vessels proceed to that part of the coast where the cod are most plentiful, for they move in shoals, and frequently alter their position, according to the changes of the wind. When the resort of the fish has been ascertained, the boats let fall their anchors, and the men cast over their lines. Each man has two lines to attend, and every line has two hooks affixed to it, which are baited either with caplin or herrings. The men stand upon a flat flooring, and are divided from each other by a sort of bins, like shop-counters, placed athwart the centre of the boat. Having drawn up the line, they lay the cod upon the bin, and strike it upon the back part of the head with a piece of wood in the shape of a rolling-pin; this blow stuns the fish and causes it to yawn its jaws widely asunder, by which means the hook is easily extracted. Then the fish is dropped into the bin, and the line again thrown over; whilst the fisherman, instantly turning round, proceeds to pull up the opposite line, so that one line is running out and the other pulling in at the same instant. Thus the boatmen continue, until their vessel is filled, when they proceed to discharge their cargo at the sort of fishing-stage represented by the vignette to chapter II. The cod are pitched from the boat, upon the stage, with a pike, care being taken to stick this pike into their heads, as a wound in the body might prevent the salt from having its due effect, and thereby spoil the fish. When the boats are emptied, the fishermen procure a fresh quantity of bait, and return again to their employment on the water, whence, in the course of an hour or two, perhaps, they again reach the stage with another cargo.

"Having thus explained the method of cod-fishing, it remains only to describe the manner of curing. Each salting-house is provided with

one or more tables, around which are placed wooden chairs and leathern aprons for the cut-throats, headers, and splitters. The fish having been thrown from the boats, a boy is generally employed to bring them from the stage, and place them on the table before the cut-throat *, who rips open the bowels, and, having also nearly severed the head from the body, he passes it along the table to his right-hand neighbour, the header, whose business is to pull off the head, and tear out the entrails: from these he selects the liver, and, in some instances, the sound. The head and entrails being precipitated through a trunk into the sea, the liver is thrown into a cask, where it distils in oil; and the sounds, if intended for preservation, are salted. After having undergone this operation, the cod is next passed across the table to the splitter, who cuts out the back-bone as low as the navel, in the twinkling of an eye. From hence the cod are carried in hand-barrows to the salter, by whom they are spread in layers, upon the top of each other, with a proper quantity of salt between each layer. In this state the fish continue for a few days, when they are again taken in barrows to a short wooden box, full of holes, which is suspended from the stage in the sea. The washer stands up to his knees in this box, and scrubs the salt off the cod with a soft mop. The fish are then taken to a convenient spot, and piled up to drain; and the heap, thus formed, is called 'a water-horse.' On the following day the cod are removed to the fish-flakes, where they are spread in the sun to dry; and from thenceforward they are kept constantly turned during the day, and piled up in small heaps, called flackets, at night. The upper fish are always laid with their bellies downward, so that the skins of their backs answer the purposes of thatch, to keep the lower fish dry. By degrees the size of these flackets is increased, until at length, instead of small parcels, they assume the form of large circular stacks; and in this state the cod are left for a few days, as the fishermen say, 'to sweat.' The process of *curing* is now complete, and the fish are afterwards stored up in warehouses, lying ready for exportation.

"With such amazing celerity is the operation of heading, splitting, and salting performed, that it is not an unusual thing to see ten cod-fish

* This, we presume, is a technical expression.—*Author.*

decapitated, their entrails thrown into the sea, and their back-bones torn out, in the short space of one minute and a half. The splitter receives the highest wages, and holds a rank next to the master of a fishery; but the salter is also a person of great consideration, upon whose skill the chief preservation of the cod depends.

"There are three qualities of cured cod-fish in Newfoundland. They are distinguished by the different titles of *merchantable fish*, those of the largest size, best colour, and altogether finest quality. *Madeira fish*, which are nearly as valuable as the former. This sort is chiefly exported to supply the Spanish and Portuguese markets. *West India fish*, the refuse of the whole. These last are invariably sent for sale, to feed the negroes of the Caribbee Islands."

CHAPTER XIII.

Land Granting—Plan heretofore pursued—System now adopted.

THE lands in the colonies may be classed under three general heads. 1st, Lands belonging to his majesty's subjects; 2nd, Lands appropriated by government as reservations for particular purposes; and 3d, those that come under the denomination of grantable, or waste lands of the crown. The property of the first class comes not within the limits prescribed to the present chapter, which is intended merely to explain the various means whereby lands have hitherto been, and now are, transferred from the crown to the subject. The reservations constituting the second class will be spoken of in treating of the lands of the third class.

The whole of the ungranted lands in his majesty's colonies are, by the constitution, vested in the crown, and as such are liable to be disposed of, and to be administered in any manner that his majesty may constitutionally think fit. The Imperial Parliament, however, in its political omnipotence, exercises also a control over them, and by its enactments sometimes prescribes broad rules for their administration.

The royal prerogative in this respect was formerly exercised in granting proprietary charters, by which vast sections of territory in the colonies were vested in persons of great influence, rank, capital, and enterprise, to whom extensive privileges were delegated to plant and govern colonies; such were the charters of Pennsylvania, Massachusetts, &c.; such is now the Hudson's Bay charter. The waste lands also afforded a wide field for the exercise of the king's bounty towards such of his loyal subjects as had served him in war, and hence we find that at different times a scale of allotments was prescribed, by which officers retired from service, and disbanded soldiers became entitled to

a stated quantum of land. This scale, in the king's famous proclamation of 7th October, 1763, stands as follows:

To every person having the rank of a field officer	5,000 acres.
To every captain	3,000
To every subaltern or staff officer	2,000
To every non-commissioned officer	200
To every private man	50

These proportions, however, subsequently underwent considerable modifications, and as the value of the lands advanced by the progress of colonization, the liberality of the crown became less lavish, and the following scale was substituted in lieu of the former, viz.:

Field officers	1,200 acres.
Majors	1,000
Captains	800
Subalterns	500
Non-commissioned officers	200
Privates	100

In conformity with this scale, lands were located to the military up to 1828, when the plan of *granting* waste lands was superseded by the existing system of *selling* them, in the manner to be hereafter explained; but militia locations still continue to be issued under the former system in Lower Canada.

The waste lands in the colonies were likewise granted in extensive tracts, either as rewards for civil services or with a view purely to the settlement of the country. In furtherance of the former of these objects, a quarter, a half, or even a whole township, was, in several instances, patented to a single individual; and although the titles derived from the crown for this purpose contained specific conditions of settlement, the lands thus granted have generally been left in their pristine state of wilderness, and have, owing to that circumstance, proved extremely prejudicial to the improvement of the province in which they were situated.

The tracts granted with a view purely to the encouragement of settlements were also very extensive. These grants were made by the

governor of the provinces, under the sanction of instruction from his majesty's ministers, to individuals who were supposed to club together for the purpose of colonizing a given tract to them allotted by the said letters patent, in which, however, a specific quantity (1,200 acres) was assigned to each individual*. One of the parties, in general the only capitalist of the association, was called the *leader*, the others were styled *associates;* but these were often persons of little interest, ambition, or substance, and were even sometimes fictitious, the leader being the ostensible party looked up to, and, in fact, the only individual largely interested in the grant, inasmuch as the *associates* universally made over to the leader 1,000 acres at least, and in some cases even 1,100 of the 1,200 acres to which they were respectively entitled under the letters patent.

The consideration given by the leader for this transfer from the associates of almost the whole of their lands, was the trouble he was deemed to be at in forwarding the applications with the executive government, and the expenses he usually incurred in obtaining surveys and plans of the tract which was to be patented to him and to themselves in equal shares. These expenses, if for the survey of a whole township, amounted to about 330*l.*,—which sum was in most cases first disbursed by government,—and the patent fees on the grantable lands therein to about 150*l.* more; thus the leader became possessed of about 40,800 acres for the sum of 450*l.*, equal to about two-pence per acre. The expenses for a quarter or a half township were in a proportionate ratio.

The ostensible object of this mode of granting the waste lands, a mode, as we before stated, avowedly meant to encourage the settlements of the country, entirely failed; the leaders of townships, in nine cases out of ten, once secured in the legal possession of the lands, wholly neglected the improvement of them, and thus, instead of tending to accelerate the opening of the country, this system operated most seriously in impeding the progress of agriculture, and especially so in Lower Canada, where the vast tracts granted upon the principle we have just exposed have and must, until brought under cultivation, stand, with their sturdy forests, insuperable obstacles to the growth and continuity of settle-

* This at least was the practice which obtained in Lower Canada.

ments. Had the association been a serious, and not a mere simulated, association, in which each associate would have possessed the means and the desire of converting his wilds into corn-fields, much good to the province might have resulted from the adoption of such a plan; but, on the contrary, it has thrown in the way of new settlements considerable embarrassments, for the removal of which a court of escheats has, only recently, been created in the colony.

In process of time it was discovered that the plan of immediately issuing letters patent to the grantee, and thus giving him at once his title to the land, as in the case of leaders and associates, led to pernicious consequences, of much importance as affecting the clearing and opening of the country, and it was therefore devised, that in all minor grants a preliminary title should be given to the party, whereby the settlement of his land was declared a condition precedent to his obtaining the patents for the same. This preliminary title was styled a location, or ticket of location *, the conditions of which were somewhat different in the various colonies, though their general tendency was the same, that is, the actual settlement of the land within a prescribed time. In Nova Scotia, and we presume in New Brunswick up to 1784, the conditions of the grant were, "within three years from the passing of the grant, to clear three acres for every fifty of plantable land, and erect a dwelling-house of twenty by sixteen feet, and keep upon every fifty acres accounted barren three neat cattle, and in any quarry to keep one hand in digging and working said quarry." These conditions, however, never were strictly adhered to. In Upper Canada the period was two years, at the expiration of which, upon due proof of having cleared and cropped five acres, and cleared half the road in front of his land, of having erected and inhabited a house thereon for one year, the settler became entitled to a grant upon paying the patent fee, 5*l.* 14*s.* 1*d.* sterling. In Lower Canada the term was extended one year longer, but if the party sooner complied with the conditions of the location, he was entitled, upon due proof of the fact, to receive his letters patent for the lot assigned to him†. Under these regulations were made all military grants (though with

* A statement of the fees upon land-granting in the Canadas is contained in the Appendix.

† See the form of the location tickets, in the Appendix.

some modifications in particular instances), and also the locations to emigrants; and the settlement of the waste lands, to any extent in the Canadas at least, can be fairly considered to have commenced with the introduction of this mode of location.

In the outset, nevertheless, it was liable to some objections, arising from the difficulty which the locatee, and especially the emigrant locatee, was left to encounter in tracing his lot in the wilderness, where the boundaries and lines of demarcation, though sufficiently obvious originally, became defaced, and sometimes entirely obliterated, by years elapsed since the field survey. To obviate this embarrassment in Lower Canada, a judicious system was devised and applied to the surveys in Lower Canada, by which not only great facilities were offered to the party in this respect, but considerable efficacy was given thereby to the whole system of location. This consisted in the appointment of resident agents, whose duty it was to point out, to the emigrant, the lot assigned to him, to direct him in the commencement of his operations, and to advise him in all matters connected with his settlement. Thus the emigrant, upon landing, received first the advice of the resident government agent at Quebec, with whom he consulted, and who directed his course to the agent of a given township in any part of the province in which he, the emigrant, felt disposed to settle; and the resident agent, in the township, was there, in person, to assist him with his counsel, and assign to him, on the spot, any vacant lot that he might select. The results of this plan were, practically, very beneficial; and a comparison of the progress of the settlements of townships *under* agency with those of townships *not* under agency, incontestably prove its advantages. For instance, the mass of the lands in the townships of Godmanchester, Hinchinbrook, and Hemmingford had, in 1820, when an agent was appointed, been granted at various periods, twenty-five, thirty, or even thirty-five years, but yet the whole population of those townships did not then amount to 850 souls, and the extent of cultivation did not cover more than 3,500 acres. Nine years afterwards, under the operation of the agency system, the population had increased to 3,313 souls, and the lands in tillage exceeded 11,000 acres.

The efficiency of the plan stands also strongly confirmed by the new settlements on the Ottawa River, all of which, excepting those of Hull,

have been formed under it, in townships, the most eligible lands whereof were granted thirty years ago, notwithstanding which they still remain covered with forests, whilst the tracts remote from the river have been brought under cultivation. Indeed, so encouraging has proved this means of providing lands for the settler, that Clarendon, a township on the Lac des Chats, at the remotest extremity of the surveyed lands on the Ottawa, has been colonized under the superintendence of an active agent; and it is not too much to say, from a personal knowledge of the difficulties that must have been surmounted in effecting a settlement at so great a distance, without the advantage of roads, and with dangerous and terrific rapids to ascend, that it required all the facilities and inducements, held out by the system under consideration, to realize an undertaking of that nature.

There were, in 1829, about twenty-five of these township agents in Lower Canada, residing within the districts assigned to their respective superintendence. Their duties were distinctly prescribed by the instructions to be found in the Appendix, and their reward, for the discharge of the trust to them confided, consisted in a per-centage of five acres upon the locations by them made to actual settlers; but they were not entitled to letters-patent from the crown, until the settlers themselves, by the *bona fide* improvement of their lands, became also entitled to their patents. The agents were latterly allowed, besides this per-centage, 2*s.* 6*d.* upon each location as a compensation for stationery and postage. Thus the maintenance of an agent was but little onerous to his majesty's government, and of the greatest possible service to the settler; and there can be little doubt that, with such modifications as may comport with the scheme of selling the waste crown lands, the general principle of the system might be very advantageously followed up. Instead of township agents, land-boards were established in the different districts of Upper Canada, with a view to facilitate the location of settlers in that province, and the system was found to answer, remarkably well, the ends of its adoption.

In tracing the history and progress of the township settlements under the different administrations in Lower Canada, we find that at no preceding period were these settlements so marked for their frequency

and the rapidity of their growth as between 1820 and 1828, during his Excellency the Earl of Dalhousie's administration of the government of that province; and it is impossible not to ascribe the fact to the peculiar zeal and ability with which his lordship devoted himself to that important branch of the local administration, and the judicious measures he adopted in furthering it; amongst which must be ranked, as a leading measure, the system of township agency.

The creation of a new commission in 1827, operated a considerable change in the administration of the crown lands in the colonies, and in Lower Canada it did away with the agency system, at the same time that it substituted the *sale*, in place of the *grant*, of his majesty's unappropriated lands. There is nothing, however, in the principle of *selling* the lands repugnant to the existence of township agents, inasmuch as these might be continued for the benefit of the emigrant, in connexion with a general and organized plan of emigration.

The regulations under which the crown lands now pass from the sovereign to the subject are to be found, at length, in the Appendix, to which we would refer the reader. These regulations contain in substance, that, after having submitted to the governor a report of the total quantity of land proposed to be sold the ensuing year, with the upset prices at which the same may be valued, the commissioner will proceed to the sale of such lands by public auction. That public notice in the gazette and otherwise be given of the time and place of sale, and the upset price of the lands. That no lot contain more than 1,200 acres: that the purchase money be paid by four instalments, the 1st at the time of sale, and the 2d, 3rd, and fourth at intervals of a year: that if instalments be not regularly paid, the deposit money will be forfeited and the land again referred to sale: that purchasers, under 200 acres, unable to pay the purchase money by instalments, may be put in possession under a quit-rent, equal to five per cent. upon the whole amount of the purchase money, to be paid annually in advance; upon failure, the lands to be again referred to auction: that the quit-rent be subject to redemption: that the party who shall have paid an instalment towards redeeming his quit-rent, and shall afterwards neglect to pay the accruing quit-rent, be liable to have his land resold so soon as the arrears of quit-rent shall have covered the

amount of the instalment: that the names of purchasers, failing in the regular payment of their purchases or quit-rents, be made public, and their lands the first to be put up to auction the following year: that no lands be granted but at the current sales in each district, except to poor settlers who may not have been in the colony more than six months preceding the last annual sale, in which case such poor settlers are entitled to purchase the lands at the upset prices fixed for the same at the previous year's sale: that settlers may, at any period within seven years from the date of those regulations, obtain lots of 200 acres, but no more, in unsurveyed districts upon a quit-rent, equal to five per cent. on the estimated value of the land at the time of occupancy, and that such quit-rent may be redeemed before the expiration of that term, upon "payment of twenty years' purchase of the amount, and afterwards upon payment of any arrear of quit-rent which may be then due, and twenty years' purchase of the annual amount of the rent." No patent or transfer to be granted until the purchase money, or arrears of instalments or quit-rent, shall have been paid: that the purchase money and quit-rents be paid to the commissioner, or his delegate, at the time and place named in the condition of sale.

Such are the regulations that govern the disposal of the crown lands throughout the British North American Colonies; the principle upon which they are predicated, *i. e.* the sale of lands, was probably suggested by the formation of companies of large capital and considerable influence, one of which, the Canada Company, has been mentioned at some length in Chapter 5th of Vol. I. This company being exclusively confined in their speculations to the province of Upper Canada, associations of a similar nature are on foot that have contemplated the lands in the sister provinces, and it appears indeed desirable to encourage such associations, since they, on the one hand, offer a convenient and advantageous means to his majesty's government of disposing of its waste lands in the colonies, and on the other, are conducive to the settlement of the country and the furtherance of emigration, upon both of which subjects the government has manifested the greatest solicitude, from their intimate connexion as well with the interests of the mother country as with the prosperity of its vast and flourishing colonies.

The reservations, that is, certain proportionate tracts reserved in Lower and Upper Canada, under the provision of 31st Geo. III. chap. 31, and amounting to 2-7ths of the lands granted in each township, were formerly laid out in the field in so injudicious a manner as to break the continuity and check the progress of settlements. Those townships, in which the reservations are continued in their original collocation, present the aspect of chess-boards, every second and third lot, alternately, in each range being a reserve, one of which is for the maintenance and support of a protestant clergy within each province, the other for the future disposition of the crown *. This mode of distribution was found so inconvenient in practice, that, in Lower Canada, the far better plan was adopted in 1821, of forming the reserves into compact blocks, by which means, not only was the embarrassment removed, which their interloping amidst grantable lands generated, but their value, and utility hereafter, were considerably enhanced. The crown reserves continue to be appropriated in the proportions prescribed by law, under the new system of land granting, but they are afterwards disposed of in the same way as the grantable lands at stated upset prices. The clergy reserves, when appropriated, are generally leased by the corporation, to which their administration is confided. The terms of these leases, until lately, were as follows, viz.: For the first seven years, twenty-five shillings, or eight bushels of wheat per annum; the second seven years, fifty shillings, or sixteen bushels of wheat; and for the remainder of the period, seventy-five shillings, or twenty-four bushels of wheat per lot, the lessors having the option of requiring payment to be made in either of the modes stipulated. So early as 1812 the number of lots thus leased, in Lower Canada, amounted to 363, but this number has much increased since, and the terms of the lease have likewise been extended, in duration, to thirty-three years, and otherwise modified. The crown reserves, which were also leased under similar conditions to those first above stated, will no longer, we presume, be occupied under so temporary a title when they can be obtained under the more substantial tenure of letters-patent, by sale.

* The dimensions, divisions, and subdivisions of the townships in Lower Canada are stated with precision in the note, vol. i. p. 183. The principle is the same in the upper province.

CHAPTER XIV.

EMIGRATION—Capabilities and Attractions of the North American Colonies—Systematic Emigrations, 1815, 1818, 1820, 1823, 1825—Perth, Lanark, and Richmond—Reports on Emigration of Select Committee of the House of Commons—Lord Howick's Bill—Employment of Emigrants—Proposed Plan of laying out the Lands for them.

HAVING endeavoured in these volumes to convey to the reader as accurate and comprehensive a view of the British colonies in North America, with regard to their vast extent, their geography, topography and statistics, as the scope of our information would allow; and having in the last chapter given a sketch of the various modes by which the crown lands in those colonies are granted, disposed of, and appropriated, we find ourselves naturally led to the consideration of a subject of paramount importance, which at the present moment peculiarly claims public attention. The political economist, the philanthropist, and the statesman, are alike involved in the investigation of the momentous question of emigration; and inasmuch as that interesting section of the British empire which has furnished the subject-matter of the present work is pre-eminently put forward as the theatre of that emigration, it may not be irrelevant to the matter in hand, to take a cursory view of the history of the recent emigration to the colonies, the various schemes suggested for its protection or promotion, and, finally, the most effectual means that, in our opinion, could be adopted to provide for emigrants after their landing on the other side the Atlantic. In thus taking up the subject, we are far from presuming that our humble lights will, in any great degree, contribute to elucidate the difficulties and perplexities with which, judging from the contrarieties of opinion which it has elicited, the question seems fraught; but our task will be accomplished if, from our intimate knowledge of the provinces to which the tide of emigration is directed, and our long experience and observation, we can point out the most feasible and advantageous manner of disposing of the British and Irish emigrants that land on the Nova Scotian or Canadian shores; touching

but slightly, or perhaps leaving altogether to the province of political economy, the consideration of the policy of emigration from home, the extent to which it should be tolerated or encouraged, the source whence the provision is to be derived, and the regulations by which it ought to be governed.

Of the capabilities of the British North American colonies to provide for a large accession of population no doubt appears to be entertained, since their immense extent and exhaustless natural resources have become tolerably well known. The provinces alone, which form comparatively but a small section of the aggregate of the British possessions in the western hemisphere, occupy nearly 400,000 square statute miles of land, of which superficies scarcely 9,800 square miles have been as yet brought under cultivation, leaving 390,200 square miles still open to the progressive extension of population. Allowing that of these 390,200 square miles one-third will be found covered by barrens, and otherwise unsusceptible of tillage, a surface will still remain, i. e. more than 260,000 square miles, sufficient to sustain and nourish a population exceeding 30,000,000 of souls, admitting that its density should be in the same proportion in which the population of the provinces now stands, that is, about 122 inhabitants to each square mile of cultivation.

Of the attractions held out by the British North American colonies as a field for the pursuits of agriculture, the prosecution of commercial enterprise, and the formation of flourishing settlements, enough will probably have been collected, from the previous pages of this work, to render it unnecessary to dwell upon them incidentally here. If a soil rich and productive in all its varieties, abounding when in a state of nature with trees of the greatest utility and value, and watered by innumerable rivers and streams—a climate salubrious in the extreme, and congenial to the growth of the luxuries, as well as the necessaries, of life —skies that are bright and cheerful—can, as far as natural advantages are concerned, be esteemed attractive, they are indeed attractions that eminently belong to these colonies; but if, superadded to these advantages, the freedom of the institutions and government of the provinces, modelled in their principles upon their prototypes in the mother country, be taken into consideration, and that we also reflect upon the great commercial

avenues which present themselves, connecting the extremities of the colonies, and throwing alike all parts of them open to a participation in the benefits of extensive trade; it becomes not a matter of surprise that a numerous class of his majesty's subjects at home should have directed their views to that side of the western ocean, and cast their lots in so favoured, flourishing, and happy a section of the empire.

Soon after the peace of 1815, the return of the gallant army which had achieved the long and sanguinary, but glorious campaign which terminated in the memorable Battle of Waterloo, produced a strong impression upon the almost exhausted resources of Great Britain; and, as a cessation of the war, and a consequent reduction of the army, threw considerable numbers out of employ, the attention of many was directed to the colonies, where his majesty's waste lands were granted, in due proportions, to officers and soldiers, as rewards for military services; these military emigrants were soon followed by other individuals, whose fortunes or circumstances had mediately or immediately been impaired by the political state of affairs in Europe; and thus may be said to have commenced to flow that tide of emigration which has since increased to a degree that has rendered its direction and its control great questions of state policy, intimately connected with the interest and the well-being as well of the mother country as of the colonies. Partial emigrations had, indeed, for years before, occasionally taken place, but their limited sphere, and the circumstances by which they were influenced, seem to distinguish them from those of a more modern date, whose urgency and extent mark them with peculiar features. It was not until 1817 or 1818 that the flood of emigration burst forth upon the British North American provinces with such force as to fix public attention, and attract the notice of his majesty's government; but since that period up to the present time, say thirteen years, no less than 200,000 persons, from all parts of the United Kingdom, have been landed at the seaports of the different colonies. It is true that from the commencement of this general emigration, down to the early part of the administration of Lord Dalhousie as governor-in-chief in Lower Canada, it was a subject of concern to witness thousands who crossed the Atlantic, with a view to settle on the vacant crown lands in the Canadas, pass through those fine provinces, and become, more

through necessity than choice, the subjects of a foreign government. The tedious and long-protracted formalities that were then necessary, in order to obtain grants of lands, are well-known to have been the cause of this secondary migration; but the salutary measures mentioned in the previous chapter having been adopted to facilitate the location of emigrants with despatch, the mass of the people who landed in that character at Quebec or Montreal have, since, been provided for in one or the other of the Canadas, and were thus retained as members of the empire instead of being thrown in the opposite scale of national strength and power.

The first systematic emigration which we have to record took place in 1815. It consisted of about 700 of the natives of Scotland, for whom transports were provided by government, and in the month of June of that year they sailed from Greenock for Canada, where they were located to lands in the district of Johnston, in the Upper Province, and commenced, in 1816, the now flourishing settlement of Perth, which afterwards received a considerable increase of population from the accession of soldiers of the regiments disbanded in the colony after the war. The encouragement under which this emigration proceeded consisted in a free passage across the Atlantic, the grant of one hundred acres of land to each head of a family, and to each son having attained the age of twenty-one years, together with implements of husbandry, besides rations for one year. As a security to government against the abuse of this encouragement, a deposit of 16*l.* was exacted of the grantee for himself, and two guineas for his wife; but two years after the *bonâ fide* settlement of the lands, this deposit-money was to be returned to the party. Three townships had been surveyed for their reception, and in the spring of 1816 the settlers repaired to the lands allotted to them. In the following year the population of the settlement stood thus:

	Men.	*Women.*	*Children.*	
Emigrants .	239	111	366	
Discharged soldiers .	708	179	287	
	947	290	653	= 1890 *

* "Hints to Emigrants; in a Series of Letters from Upper Canada. By the Rev. William Bell, Minister, Pres. Church, Perth, U. C."

No settlement in the province can be considered to have more fully succeeded than this one, inasmuch as we find from a long series of testimonials collected by Colonel Cockburn, in a report to which we already have often appealed, that most of the settlers in Perth and the townships circumjacent have completely surmounted the vicissitudes incident to their original situation as emigrants, and are now in circumstances of ease and comfort, which would put it amply in their power to refund to his majesty's government, the sums advanced to aid and assist them in their emigration, were such a condition attached to the disbursements.

In 1818 another emigration was effected from Perthshire, in Scotland, under the direction of Mr. Robertson. Their passage out they themselves provided for, but the government paid the expense of their removal from Quebec to the township of Beckwith, in Upper Canada, where lands were allotted to them. They are represented as having proved active and industrious, and as now enjoying "independence and plenty*."

The settlements of Lanark, near Perth, were formed out of a subsequent emigration from Scotland. Nearly 1,100 persons from Glasgow, Lanark, and other places, embarked in 1820 for Canada, and arrived in safety at Quebec, whence they were immediately forwarded to Perth, and afterwards located to the lands they now occupy in the townships of Lanark and Dalhousie. The boon granted them by government consisted in the location of one hundred acres of land to each head of a family, and in the sum of 10*l.* sterling to each individual emigrating; but this, though sufficient to enable the mass of the 1,100 above-mentioned to remove to Canada, proved inadequate means to some of them, and it was not until 500*l.* were collected by subscription in London, in addition to a minor sum raised in Glasgow, that the remainder, amounting to nearly two hundred individuals, were able to follow their countrymen to America. In the course of the following year, upwards of 1880 persons took the same course, and under similar encouragement from the government, sailed from Greenock in the spring of 1821, on board of transports prepared for their accommodation; but they were, nevertheless, expected, and did in fact pay their own passages, and defray all

* Hints to Emigrants.

other expenses incident to their removal. These new settlements, viz. those of 1820 and 1821, were placed under the superintendence of Captain Marshall, to whose zeal and ability much of their subsequent prosperity is ascribed; and it is worthy of remark here, that few instances, if any, are known in which settlements, under the direction of immediate superintendents, have failed; whereas we find that emigrants, left to themselves, are generally very languid in their progress, and not unfrequently desert their lands in disgust, having nobody to prop their energies, and point out the advantages of perseverance.

The complete success of these several Scottish emigrations is thus portrayed by the Rev. Mr. Bell, in one of his letters from Perth in 1824: "Although it is only seven years since the settlement at this place was commenced, astonishing improvements have been made. Many of our settlers, it is true, have gone away to other places, but they were generally those who could be most easily spared, and their places were speedily supplied by persons of a more substantial and industrious character. The woods are gradually disappearing, and luxuriant crops are rising in their stead. The roads are improving, and the means of communication between different parts of the country becoming every day more easy. The habitations first erected by the settlers were of a very humble kind, but these are gradually giving place to more comfortable and substantial dwellings. The military superintendence * of the settlement was removed on the 24th December, 1822, and we have now all the civil privileges enjoyed by the rest of the province."

The following description of Perth, from the pen of the same writer, will not perhaps appear out of its place here, as connected with the emigrations under consideration, and as offering a very fair instance of the consequence which new settlements may acquire in a comparatively few years, under judicious encouragement and active superintendence.

"Perth is the capital of the district, and the courts of law and justice are held in the town. It contains a jail and court-house, four churches, seven merchants' stores, five taverns, besides between 50 and

* Perth, Lanark, and Richmond were called military settlements, and from their being in a great measure composed of discharged soldiers, were placed under the control of the quarter-master-general's department until 1822, the period above stated.

100 private houses. The houses are all built of wood except the jail and court-house, and one merchant's store, which are built of brick. There is also a stone house erecting this summer by one of our merchants. The villages of Richmond and Lanark are not making great progress, but this is not to be wondered at in a country where all are living by agriculture. Unless manufactories be established, the population of our villages will always be small. When strangers arrive at Perth and compare the number of churches with the population of the village, they conclude that we either are a very religious people, or, in building them, have taken care to provide accommodation for our country friends as well as for ourselves. There are in the county one episcopal clergyman, four presbyterian ministers, one American methodist preacher, two Roman catholic priests, besides a great variety of lay preachers in the remote parts of the settlement."

The causes which led to these emigrations, meanwhile, were gaining ground; the increase of the operative population in Great Britain and Ireland rapidly outstripped the demand for their labour, and the application of new agents in manufactories, and the more general use of machinery, increased the evil to a degree that arrested the attention of parliament, and measures were adopted to alleviate the distress of the country by encouraging emigration. The idea, however, of a grand national scheme of emigration was novel, and most minds were unprepared to point out any decisive plan for carrying it into effect on a large scale without some previous experiment. Consistently with these views, his majesty's government, in 1823, provided for the removal of 568 * individuals, from Ireland, to the North American colonies, whither they were desirous of emigrating. The expense actually incurred in their passage to, and location in, Canada, amounted to an aggregate sum of 12,593*l.* 3*s.* sterling, or 22*l.* 1*s.* 6*d.* per head, and the direction and superintendence of the emigration were confided to Mr. Peter Robinson, a gentleman whose zeal and exertions in the discharge of his arduous task have secured to him, not only much deserved popularity in the new

* 182 men, 143 women, 57 boys between fourteen and eighteen years, 186 children under fourteen.

settlements of Upper Canada, but the commendation of the select committee of the House of Commons on emigration. The estimate laid before parliament was calculated upon the following data, viz.: a man 35*l.*, a woman 25*l.*, and two children 14*l.* each, forming a total of 88*l.*, from which a deduction had been made of a little more than nine per cent., it being presumed, "that a combined emigration would be less expensive than an individual case;" but the total absence of all previous preparations, and a high rate of passage, carried the actual expense beyond the estimate *.

Although the emigrants of 1823 suffered some hardships in the outset, the result of the experiment appears to have been, on the whole, quite satisfactory, as may be seen by the following statistical exhibit of the state of the settlement in 1826, only three years after the first tree had been cut down upon the lands assigned to them.

Summary of the Emigration of 1823.
1826.

Townships.	Number of souls.	Births.	Deaths.	Number of acres cleared.	Grain raised since arrival.	Potatoes.	Turnips.	Cattle.	Horses.	Hogs.
Ramsay - -	251	31	11	430½	3,318	13,130	7,950	161	..	138
Huntley -	79	15	7	116½	469	3,832	1,430	43	2	17
Goulbourn -	59	2	..	96	492	2,307	829	39	..	27
Pakenham -	56	10	2	91	195	1,100	486	36	..	5
Beckwith -	18	1	..	26	192	600	150	7	..	2
Lanark - -	6	2	..	10	60	100	200	5	..	6
Bathurst -	8	2	..	8	100	400	100	7	..	6
Totals	477	63	20	778	4,826	21,469	11,145	298	2	201

In 1825 a further experiment was tried by parliament, upon a much larger scale, the number of emigrants included in that year's plan, exceeding 2,000, among whom were 415 heads of families. They, like the emigrants of 1823, were taken from one of the distressed parts of Ireland, and the men were particularly chosen with a regard to their capability of labouring. Mr. Robinson was, in this instance also, appointed to su-

* Report of the Select Committee on Emigration from the United Kingdom, p. 6, anno 1827.

perintend their emigration to Upper Canada, and, in the autumn of that year, he saw them located to their lands in several of the townships situated on the Trent, in the district of Newcastle. The expense of this emigration amounted, in the aggregate, to 43,145*l.*, including the location and sustenance of the emigrants up to the period at which their first crops enabled them to provide for themselves *. This sum, if divided by the number of individuals removed, will give 21*l.* 6*s.* 4*d.*, or something less than the estimate of 1823, but if viewed, with relation to the actual heads of families, it will be found to have exceeded that estimate by upwards of 20*l.* per family.

The success of this emigration as an experiment appears to have fully succeeded in corroborating what the first had in some measure served to prove, namely, that emigrants, fostered and encouraged in the outset, would soon be placed in a situation to be able to refund the monies advanced for their removal, whether by government, by individuals, or particular societies. The following general summary, taken from the Appendix to the 3rd Report of the select committee (1827) of the House of Commons on this subject, will show, in the clearest manner, the progress made by that new settlement in the course of *one year*.

General Summary of the Emigration of 1825, 1826.

No.	Townships.	Number of locations.	Number of acres cleared.	Produce raised this year.			Bushels of wheat sown this fall.	lbs. of maple sugar made this spring.	Purchased by themselves.		
				Potatoes. Bushels.	Turnips. Bushels.	Indian corn. Bushels.			Oxen.	Cows.	Hogs.
1	Douro - - -	60	245½	8,251	4,175	1,777	80¾	1,159	11	18	22
2	Smith - - -	34	113¼	4,800	1,550	637	40¾	889	6	7	21
3	Otonabee - -	51	186	10,500	4,250	1,395	38	1,419	4	13	11
4	Emily - - -	142	351½	22,200	7,700	3,442	44½	2,880	6	10	47
5	Ennismore -	67	195	8,900	3,000	1,042½	44½	1,330	4	9	10
6	Asphodel - -	36	173	9,150	2,850	1,733	86	1,345	2	8	32
7	Marmora - -	6	35	1,198	548	207	2	45	5	4	7
8	Ramsey - -	5	39	800	750	120	16	..	2	4	8
9	Ops - - -	7	12	800	100	..	2	..	..	..	2
10	Goulbourn - -	4	18	600	500	10	2	..	..	3	1
11	Huntley - -	3	18½	600	200	75	7	..	..	4	5
	Totals	415	1,386¾	67,799	25,623	10,438½	363½	9,067	40	80	166

* Third Report of the Commons' Select Committee.

Whilst these organized emigrations were going on, numerous families, unconnected with them, left the United Kingdom to resort to the North American colonies, where they were located to lands, and settled themselves without any further aid from government than that of a grant of land, upon the payment of official fees only, which, in Lower Canada, amounted to a trifling sum, 1*l.* 7*s.* 8*d.* per 100 acres; in Upper Canada the fees on 100 acres were much higher, viz. 12*l.*, payable by instalments, but there were no fees whatever upon grants of 50 acre lots. This desultory emigration was by far the largest, and inasmuch as the greatest number of the individuals of this class found the means, out of their own resources generally, of establishing themselves in the townships, it furnishes an argument in favour of leaving emigration to take its own course, abstaining from promoting it by any pecuniary aid, yet affording the new settler all the assistance that can be derived from the direction and superintendence of government agents.

In 1826 the subject was solemnly brought before the British parliament by R. J. Wilmot Horton, Esquire, and a select committee of the house of commons was appointed "to inquire into the expediency of encouraging emigration from the United Kingdom," &c. The indefatigable labours and researches of this committee were presented to the House in a series of important reports, containing the most invaluable information upon all points connected with that momentous question; and they constitute, we believe, the first public documents extant, of any consequence or authority, that have fully investigated and discussed emigration as a great national measure.

In their first Report the committee begin by establishing three general positions: Firstly, The redundancy of the population, that is, the excess of the demand beyond the supply of labour in certain districts of England, Scotland, and Ireland, and the distressing effects of this redundancy. Secondly, The capabilities of the British colonies to subsist and provide for this surplus population; and, lastly, The beneficial tendency of emigration upon the colonies themselves, and upon the national wealth, considering the colonies "as integral parts of the nation at large." Upon these grounds the expediency of emigration is recommended; but the committee, in perfect accordance with those free principles for which

the institutions of Great Britain are so justly renowned, repel the idea of coercive emigration, and advise none that is not "*essentially voluntary.*"

These Reports naturally apply much more to that branch of the subject which involves the consideration of the effects such a removal of the surplus population of the United Kingdom would have at home, than the investigation of its tendency, as relates to the colonies; and we are therefore precluded, consistently with our plan, from entering more fully into their contents, except insomuch as may serve to elucidate the various means proposed of providing funds, and the amount of those funds, necessary to defray the expenses attendant upon a pauper emigration.

The committee, in their third and final Report in 1827, recommend a pecuniary advance, in the nature of a loan, for the purpose of facilitating emigration, grounding their recommendation upon the success of the experiments made in 1823 and 1825, by which the ability of the emigrant eventually to refund, with interest, the monies advanced him, is abundantly established. That the settler would be able to meet such a claim stands also corroborated by the testimony of the Perth emigrants, who almost uniformly admit their capacity to do so, in kind generally, and even in some cases in currency, had such been the stipulations entered into *. Up to the period of this Report, the monies applied in the removal of emigrants, and their location in the colonies, whether out of individual or national funds, had been disbursed, without contemplating the probability of their being refunded. The return for the capital thus expended was supposed to arise from the benefit accruing to the community by the abstraction of unprofitable inhabitants, who consumed a portion of the aggregate stock, without contributing any thing, by their labour, to the national wealth. This return, however, was probably found more theoretical than substantial; and when the encouragement of emigration upon a large scale, by votes from the national funds, was taken into consideration, the expediency of exacting a direct return either in money or in produce suggested itself as not only feasible, but just: the committee, in consequence, proposed a plan for doing so, and by a series of tabular

* Colonel Cockburn's Report. Appendix.

calculations and schedules, framed upon an hypothetical case, exhibits a mode in which competent interest for the capital laid out might be fairly expected. The case assumed involves the emigration of 19,000 families in the course of three years, at an expense of 60*l.* each. This sum would, it is stated, begin to be refunded after the expiration of the first three years (which are left perfectly free), upon the following principle:—each family would pay ten shillings in money or in produce the fourth year of their location, one pound the fifth year, and so on, increasing regularly by ten shillings every successive year, until the sum amounted to five pounds, when it should remain stationary until a period of thirty years, computing from the date of their emigration, would have expired, when the annuity would totally cease, the capital advanced finding itself, by that time, refunded with interest. The ingenuity and the simplicity, at once, of the plan, entitle it to a more particular consideration than we can devote to it here; but the tables explanatory of the scheme are thrown into the Appendix.

Looking now, retrospectively, at the various means of encouragement that have been hitherto adopted, and the extent to which, at different times, that encouragement was held out, we find that the British and Irish emigrant was, at one period, allowed—a free passage—a grant of land, —implements of husbandry—and rations for one year. As a check against the abuse of these advantages, each head of a family was bound to deposit eighteen pounds, which were restored to him when he had become a *bonâ fide* settler. The Perth settlement in 1815 was formed under these circumstances.

At another period, we find the emigrant left to provide for his own passage and that of his family, but government paid—the expense of his removal to his land after arrival,—and *granted* him the lands. The emigration from Perthshire in 1818 proceeded upon these terms.

Subsequently, the regulations were again altered, and the Lanark emigrants in 1820 received—the usual grant of land—and the sum of ten pounds per head. These various changes and modifications led to the same general result, inasmuch as the greater number at least, if not all the individuals who availed themselves of some one or the other of the above conditions, have derived material benefits from their emigration:

they serve to show that encouragement, in almost any shape, is likely to realize extensive emigrant settlements in the North American colonies, where the efforts of industry are so peculiarly seconded by the circumstances of the country. We shall not dwell upon the plan suggested by the select committee on emigration, whereby they rely upon the expediency of allowing a sum of sixty pounds for the removal, to the colonies, of each family desirous of emigrating. If the scheme proposed had been carried into effect, we fully concur in believing, that the allowance made would have been quite sufficient to locate the parties to lands in the Canadas or the other provinces, and secure to them the means of becoming independent farmers, capable as such of eventually meeting the claims of his majesty's government to the reimbursement of the monies expended on their behalf. But the apparent abandonment of this plan, and the adoption of a system different in principle, yet tending, we believe, to the same beneficial ends, render the consideration of the select committee's proposition too speculative for our purpose; but we refer to the Report itself, as highly interesting and important.

Whether emigration should be fostered and encouraged by funds drawn from the British treasury, or be left to take its own course, is a question that has not escaped the notice of the Select Committee of the House of Commons, whose enlightened reports we have so often adverted to; and it is the opinion of the committee, that the latter principle is entirely sound, and that with some modifications, it might be beneficially acted upon; "but they conceive that it is utterly erroneous to suppose that a redundant population of absolute paupers can be removed by casual and unassisted emigration*." In giving their farther consideration to this branch of the subject, the committee go on to give as their decided opinion, "that if the principle of casual and independent emigration were to be preferred to that of a regulated and located emigration,—if it were to be laid down as a principle that there could be no limitation to the absorption of labourers either in the United States or in our own colonies, and that we have only to build a bridge as it were over the Atlantic to carry over the starving poor of the mother country to secure

* Third Report, page 36.

their advantage and prosperity, it will be found that the evils which would be thereby inflicted upon our pauper population would be hardly less than those from which they had escaped. If an attempt were made to pour them indiscriminately into the United States, without reference to the demand for labour that may exist there, the laws of that country, already hostile to such an introduction, would probably be made still more effectual to prevent it; or if it be proposed that our colonies should receive them in unlimited numbers when transmitted without selection, without reference to the real demand for their services as labourers, and unaided by capital, upon the principle of repayment, there will be no bounds to the complaints which the colonies will raise against the injustice and short-sightedness of our policy*."

In these views of the policy of a well-regulated emigration we most fully concur, experience having already abundantly proved the distress and mischief consequent upon the absence of a regular system. The deluded pauper may gather a trifling pittance to transfer him to the colonies, and may by such a removal relieve the mother country of the burden of maintaining him and his family; but arriving in a state of absolute destitution, he finds his condition still worse in the colonies than at home, no laws existing there for the relief of the poor, indeed no such laws having been thought of in the country, from the absence of such a degree of pauperism as rendered them necessary.

It may be said, that in a country where the supply of cultivable land is exhaustless, as is the case in the British North American colonies, pauperism cannot long exist if the lands themselves be distributed to the needy upon easy conditions, and that therefore the accession of population, whether composed of indigent or wealthy individuals, provided it consist of able-bodied men, is such an accession as must be desirable in a country where the soil is so abundant and the inhabitants comparatively few. The truth of this position must be readily admitted, but the benefits to arise, from such an emigration, would essentially depend upon the facilities with which the new comers might obtain the soil which was to convert them from paupers into farmers; and if, for the sake of argument, it be

* Third Report, page 36.

assumed that the colonies had the direct control and administration of their lands, we have no doubt that the policy would be to let no man be idle whilst a farm remained to be cultivated; and thus, whilst on the one hand it would be for the interest of Great Britain to relieve herself of an unproductive labouring population, as regards their situation at home, it would, on the other, be no less an advantage to the colonies to receive it, having the means of providing for them immediately, even at the expense of an outlay of provincial capital, for which adequate returns might afterwards be received.

But it is no less the policy of the mother country than of the colonies to improve the condition of the pauper emigrant, and the solicitude of his majesty's government on the subject is manifested by the attention which has been devoted to it, as well in, as out, of parliament. The large sums of money already voted by the British legislature, in aid of emigration, are evidence of a desire not to burthen the colonies with the surplus and unprovided population of the United Kingdom, and if a further proof could be required of the existence of such a feeling, it is to be found in the reports of the emigration committee, and in the tenor of the bill introduced in the House of Commons by Lord Howick, "to facilitate voluntary emigration to his majesty's possessions abroad," an epitome of which bill is given in the Appendix.

The views of government upon this subject appear manifest again, from the plan more recently contemplated of providing needy emigrants with employment in the colonies. The application of their labour in the construction of works of public utility, such as opening roads and canals in various parts of the country, cannot but essentially benefit the provinces to which the system would extend, not only from the local ameliorations that would naturally arise from such works, but from the capital that would immediately be put afloat. The source, whence government calculate a return for the capital thus expended, is to be found in the system of selling the crown lands, in the manner stated in the foregoing chapter, and we have no doubt that, under judicious regulations, and with the co-operation of the local legislatures, this mode of providing for emigrants in the colonies would be attended with complete success.

Before entering more fully into the subject of the employment and the location of the emigrants in the manner contemplated, it may not be amiss to give some account of Lord Howick's bill, that we may know what class of individuals is held in view, and under what circumstances they are to emigrate, and be landed upon the British trans-atlantic shores.

The bill in question provides for the appointment of commissioners, styled commissioners of emigration, who are to act under the instructions of the colonial secretary of state, to whom they are to report to his majesty twice a year. It leaves the parishes to determine, themselves, upon the expediency or non-expediency of the emigration of their pauper parishioners; and, after the affirmative determination of the vestry, the commissioners are authorised to enter into contracts with the overseers of the poor for the removal to the colonies of such parties as are disposed, voluntarily, to emigrate, and who become likewise parties to the contract, the commissioners undertaking to provide for their passage, "their maintenance and support during the voyage, and from the time of their disembarkation until the period of their arrival at their ultimate destination, and also to provide them, in the first instance, with the means of obtaining their own subsistence;" the overseers obliging themselves, on the other hand, on behalf of their respective parishes, to the payment, out of the parish rates, into the treasury, of a certain sum in the contract stated, by equal half-yearly instalments. The commissioners are, moreover, authorised to enter into similar obligations with private individuals for like purposes, provided sufficient securities be tendered by the parties with whom they may be entered into. This clause, we presume, is intended to meet the circumstances of Ireland, where there are no poor rates out of which the parishes could derive the requisite funds, to meet such engagements, for the removal of pauper emigrants.

It is foreign to our plan to investigate into the probable operation of this bill in the metropolitan country; how it will affect the colonies is a question which comes more within our province, and giving to it, under that aspect, the most attentive consideration, we have been led to infer most favourably of its tendency to promote the settlements of British North American provinces. It ensures, in some degree, the respectability of the emigration; it restricts it, at least as far as the aid is concerned,

to able-bodied labourers and their families; it guarantees the provinces against the pauperism of the individuals who emigrate under its provisions, by providing them with the means of subsistence for a time, and, by its contemplating the scheme of their employment upon public works, promises also to contribute vastly to the improvement of that part of his majesty's dominions abroad. But there are considerations of great weight, which it is necessary to bear in mind, in the application of such a system to the North American possessions. These considerations relate chiefly to the climate, which is generally so rigorous as to interrupt field labour during nearly half the year, except, however, lumbering, which is, for the most part, carried on in the woods in winter. But the opening of roads, the excavation of canals, the erection of mills, are all the labours of milder seasons, and cannot be prosecuted amidst deep snows and intense frosts, especially by people little inured to the severity of almost Siberian cold.

By a cessation of labour for nearly six months, admitting employment to have been constant during the other six months, it is scarcely possible to presume that the emigrant, at the year's end, would be more competent to purchase his land of the crown than he was at the beginning, nor could he even be considered better capable of setting himself, with his family, down, upon even a free location, to commence a settlement for himself.

Instances, indeed, are known, and they are not rare, of emigrant labourers having saved, out of two years' earnings, a competent sum to commence the improvement and settlement of lands of their own; but these labourers were, for the most part, peculiarly situated, and they are found to belong to that class who have generally been employed in the towns, and obtained lands by grant, sale, or copyhold in the neighbourhood. The case would be somewhat different if the scene of the emigrant's labour were a wilderness, remote, as it probably would be, from towns and settlements, and to which he could not take his wife and children. Their resources would thus necessarily have to be divided and their expenses increased.

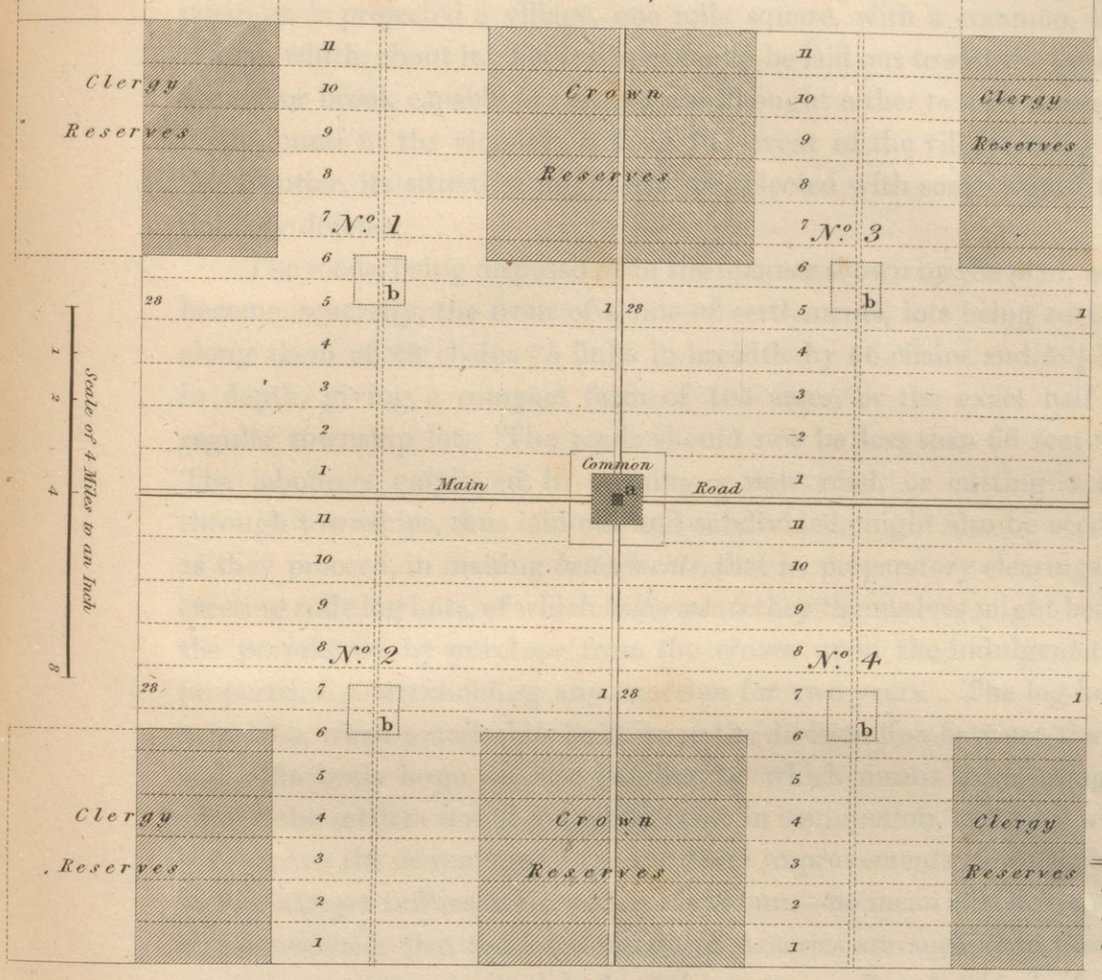
Notwithstanding these objections, the principle of providing employment, in the colony, for the pauper emigrant, and thus enabling him

eventually to purchase his allotment, remains incontestably correct; it requires but one or two modifications in practice, when applied to the trans-atlantic provinces, which the circumstances of those countries point out as expedient. These modifications should consist in two things, 1st, providing the pauper emigrant with an allotment at once, at an equitable upset price, taking into the estimate its additional prospective value arising from the road or the canal which it may be intended to open through or near it (assuming that such allotments are generally to be made in spots where such improvements are contemplated); and 2nd, the forbearance, by government, of the exaction of any part of the purchase money, until the expiration of two years from the date of the deeds, which should be of a temporary nature, and require confirmation by letters patent, after their conditions should have been complied with. The advantages likely to flow from this immediate allotment of land, are, that it will prevent the separation of families, remove the emigrants bodily from the cities, lay the ground-work of a settlement directly, and throw the settlers much sooner upon the produce of the soil for subsistence. Much of the realization of these advantages, however, would depend upon the plan that might be adopted in distributing the land and locating the settlers. Any system that would disjoint a settlement should be studiously avoided, and every possible means studied of concentrating the labour and energies of an infant colony. With this end in view we have imagined that the following plan, deviating as little as could conveniently be done from the usual mode of laying out the townships in the colonies, would be calculated to facilitate the object intended. The economy of the survey is simple in itself, and it will at once be understood upon an inspection of the illustrative graphical delineation annexed.

The plan represents a compact square of four complete townships, equal to 246,400 acres. The blocks lightly shaded exhibit the reserves for the crown, the darker shades those for the clergy, and they are all so placed in the angles of each township, as not in the least to interfere with the roads or the settlements.

The reservations, in the four townships, amount together to 35,200 acres, leaving 211,200 acres to be disposed of to emigrants, and capable, therefore, admitting all the lands to be cultivable, of providing for

Projected Plan of Four Townships
FOR
EMIGRANT SETTLEMENTS
in the British Colonies of North America.



Reference

N.os 1.2.3.4. Four Townships averageing 10 Miles Square. divided into 11 Ranges or Roads & each Range containing 28 Lots of 210 Acres. including the allowance of 5 p.r Cent for highways.
Lots 28 Chains 75 Links in breadth & 73 Ch. 5 Lks. in depth.

A.a. *Village Plots One Mile Square.*

Common round the Village half a mile in breadth.

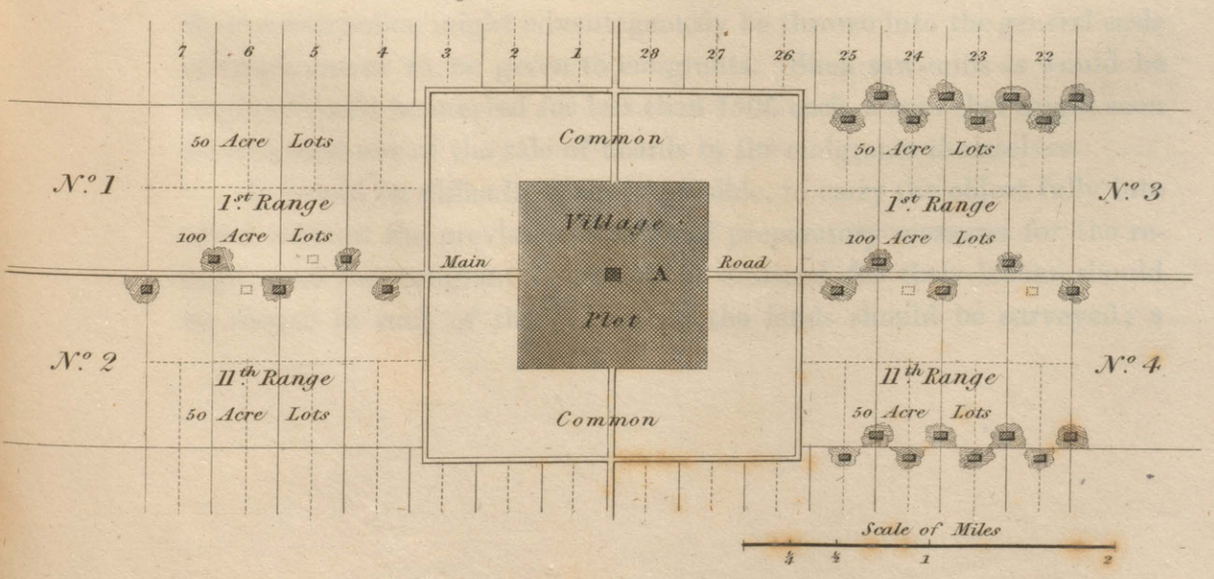
b. *Site of Village Plots if required in each Township.*

Project of Settlement.

The Village to be laid out in Acre & half Acre Lots. Reserving proper Sites for Public Buildings. Market Place &c the Main Streets to be 66 feet wide. and the others generally 40.

Temporary Log Huts sufficiently large to contain 2 families. so placed that the clearing of each settler may be connected.

Project of Settlement.



2,112 families, or 10,560 souls, allowing five in number to each family. At the contiguous angles of the four townships, as a general central position, is projected a village, one mile square, with a common, half a mile in width, about it. This village should be laid out to suit the ground; a river or brook capable of turning a mill ought either to flow through it or be found in the vicinity, and, in the event of the village being near the frontier, its situation might also be selected with some regard to its military defence.

The roads, being disposed of in the manner shown by the plan, would become, severally, the front of a line of settlements, lots being surveyed along them of 28 chains 75 links in breadth by 86 chains and 52½ links in depth, giving a compact farm of 105 acres, or the exact half of a regular township lot. The roads should not be less than 66 feet wide. The labourers employed in opening a new road, or cutting a canal through townships, thus laid out and subdivided, might also be occupied as they proceed, in making *betterments*, that is, preparatory clearings, and erecting rude log huts, of which *betterments* they themselves might become the proprietors, by purchase from the crown upon the indulgent terms proposed, *i. e.* withholding any exaction for two years. The log-houses might be, when practicable, built upon the division line between the lots, and sufficiently large for two families, by which means the clearings of two of the settlers would generally come in conjunction, and they would thus derive the advantage of their mutual improvements, from their exposing a larger surface to the action of the sun,—no mean advantage when it is considered, that the lofty forests of America are such as to throw a small clearing into perpetual shade, to the great prejudice of all kinds of crops.

Saw-mills are important in the formation of new settlements, and their construction might advantageously be thrown into the general scale of employment to be given to emigrants. Such saw-mills as would be required could be erected for less than 150*l.* each, a sum that might soon be refunded out of the sale of boards to the emigrants themselves.

It would be difficult, if not impossible, to carry the object fully into effect without the previous adoption of preparatory measures for the reception of the emigrants. The spots destined for their labour should be chosen in each of the provinces; the lands should be surveyed; a

government store-house, under the management of the commissariat department of the colony, should be established in some central position of the tract which is to be made the scene of action. This store should be provided with provisions, blankets, tents, and implements of husbandry. With these preparatives nothing can prevent the emigrant's removing with his family at once to the theatre of his labours, inasmuch as he would arrive there at a mild season, where he could easily provide sufficient temporary shelter, until, in the progress of his work through the season, he would, if industrious, be able to erect a more solid habitation for his reception in winter, or probably become the occupant of one of the betterments previously mentioned. This, in fact, is the mode in which the Perth and Peterborough settlements in Upper Canada were effected, and the plan of opening roads, and settling emigrants simultaneously, is instanced in the Talbot settlement of the same province, where the labour of the settlers was judiciously divided in the opening and amelioration of roads, and the clearing of their own lands.

We have already hinted at the advantage of removing the mass of the emigration bodily from the towns as soon as possible—this advantage would become still greater if they were not allowed to enter them at all, but were immediately, upon their landing, conveyed to the place of their destination.

An individual case of emigration would then stand thus:—An emigrant's family is taken up by government under the provisions of Lord Howick's bill, and shipped on board a transport, say for Lower Canada. The vessel arrives at Quebec, and the resident government agent for emigrants takes charge of them. They land at Point Levi, opposite the city, and are immediately forwarded, by means previously prepared, to the Kempt Road, the Ottawa, or any where else where lands have been surveyed for them, and the other preparations formerly mentioned await their arrival. Arrived there (we suppose at the end of May or the beginning of June) the overseer of the works intended to be done, or perhaps a township agent, points out how they are to house themselves immediately; the father, and such of his sons as can labour, are forthwith set to work, and they have on the spot a store where they can purchase their food. A hundred acre lot, or perhaps only fifty acres,

are assigned to the head of each family, at a fair valuation, under the conditions either of a quit-rent or payments by instalments, with a forbearance of the exaction, for two years, of any monies or produce whatever. He is employed in the public works from eight in the morning till six in the evening, and has therefore two hours before he begins his day's labour, and nearly as much after he has finished it, (from the length of summer days,) which he may, if industrious, devote to the erection of a log-house for himself, and in clearing his lands. The following year he would, probably, be able, with very little assistance, to support his family out of his first crops.

Emigration, carried on to any extent in this way, could not be directed to one spot only, in any one of the colonies, but would necessarily be divided, and placed in various eligible situations in different parts of each province; but the settlements in each colony could, nevertheless, be ranged under one general superintendence, as it is well known that the complete efficiency of any extensive system much depends upon uniformity of principle and action, which establishes order and economy in the arrangements, and infuses additional vigour in the prosecution of any great undertaking.

In laying open our view of this momentous subject, we are aware that there are a variety of topics, involved in the consideration of the question, which deserve to be investigated, but which we have merely hinted, or passed entirely, *sub silentio*. We have before given our reasons for doing so. Of the topics alluded to, perhaps none is more susceptible of discussion than that which relates to the policy or the necessity of encouraging emigration at all, or the wisdom of leaving it to itself; and we confess, that with the following statement before us, we should be disposed to espouse the latter opinion, especially when viewing emigration as a relief to the mother country. But looking at the subject, not only under that aspect, but also as it affects the condition of the emigrants themselves, and operates upon the colonies, we do think that an organized system is attended with the more extensive advantages, both national and individual, since the reduction of pauperism in any part of the empire must tend to improve the wealth, strength, and independence of the nation as a whole. The scenes of human misery that are exhibited

on the wharfs in the colonies, by the swarms of emigrants that arrive from Ireland and other parts of the United Kingdom, are too appalling to allow us to argue in favour of an unprotected and unregulated emigration. His majesty's government has ever been too paternal to consign those of the king's subjects, whose circumstances give them no alternative between emigration and famine, to such wretchedness; and it is in that spirit which has ever distinguished the British government, that the subject was taken up as one of a national nature, and measures proposed and adopted to alleviate the miseries of emigration, and ensure to those, whose destiny removed them from their birthplace, a comfortable asylum, under the protecting ægis of the same constitution, in a remote part of his majesty's dominions.

Emigration from the United Kingdom to the Colonies *.

Years.	North American Colonies.	West Indies.	Cape of Good Hope.	New South Wales, Swan River, &c.	Total.
1825	8,741	1082	114	485	10,422
1826	12,818	1913	116	903	15,750
1827	12,648	1156	114	715	14,633
1828	12,084	1211	135	1,056	14,486
1829	13,907†	1251	197	2,016	17,371

That the views of the imperial government, as regard emigration, would be essentially promoted by the interference of the local legislatures of the different colonies, and their adoption of measures calculated to facilitate the carrying into effect the objects contemplated, cannot be doubted, and indeed their co-operation was, by the emigration committee, esteemed material to the success of a general system of emigration. The language of the committee is so distinct upon this point, that although it is applied to a different system which was then contemplated, it is by no means inapposite to the more recent plan of *employment*, inasmuch as the funds out of which the labour of emigrants is to be paid might be greatly aided by colonial votes, to be applied towards the local improvement of their respective provinces.

* Year Book, 1831.

† By official returns in Quebec papers of 3rd August, 1831, this year's emigration appears to be 15,945. In 1830, it was 28,075, and on the 23rd August, 1831, 40,300, at Quebec alone.

"Your committee beg most distinctly to be understood, that they rest their case entirely upon the presumed co-operation and assistance of the colonial legislatures. Unless this can be obtained, they feel that repayment would be impracticable; if it be obtained, they entertain confident hopes that it may be reduced to a regular and effective system; and though they could not go so far as to require a guarantee upon the part of the colonial legislatures, they should expect them to make such provisions as should tend to enforce and secure the validity of the engagements made. Nor upon a very mature examination of the subject can your committee be induced to conceive that the local legislatures can have any disinclination to enter into such arrangements. The intelligent inhabitants of those colonies cannot fail to be aware, that when those emigrants repay the loan which is proposed to be lent to each head of a family, they will only repay a very small part of the wealth which they possess, and which has been created by their emigration. They will be aware also that the projected emigration will consist exclusively of able-bodied, healthy persons, selected upon system in the mother country, and introduced upon system into the colony, and that it is not to be a casual, desultory, and unprovided-for emigration. Under such circumstances your committee cannot doubt the disposition of the local legislatures of the colonies to encourage the measure and to facilitate the process of repayment, an opinion which is expressed unanimously by the colonial witnesses examined before your committee *."

As far as our own conviction goes, founded upon the approved liberality of the colonial legislatures of the British North American provinces, towards the amelioration of internal communications and the prosecution of public works, we have no hesitation in believing, that those legislatures will co-operate most cordially with government at home, in any measure calculated at the same time to forward the settlements, to improve thereby the wealth of the colonies, and to provide for a numerous class of fellow-subjects from the bosom of the mother country, who throw themselves upon the agricultural resources of those parts of the empire for support.

* Third Report.

CHAPTER XV.

General Considerations on the British North American Colonies—Their Importance, as arising from Territory, Trade, and Shipping, and their political Weight as Appendages to the Empire.

THE geography and statistics of the British North American provinces have now been fully laid, in topographical detail, before the reader; and, although in the multitude of objects presenting themselves to our observation, in the course of a work of so comprehensive a nature, some facts of more or less moment may possibly have escaped us, abundance has yet, we believe, been shown to demonstrate the intrinsic worth of those vast and flourishing regions of the British empire. Indeed, if the absolute value of those colonies, as demonstrated from their territorial extent, their situation, fertility, and populousness, were the only question involved in the consideration of their importance, that question might be answered by a reference to the work itself; but, viewed as integral parts of a great empire, though physically separated from the metropolitan country by intervening oceans, they become a topic of still deeper interest, and unfold, under that aspect, a variety of points of inquiry, as bearing upon national policy, that have led to some discussion; one set of opinions putting those colonies down as burthens to the parent state, whilst another, by far the most numerous and weighty, maintain with sound argument, their incalculable value and importance to the national resources and maritime power of Great Britain. Espousing as we do, without qualification, the latter opinion, we shall endeavour to state distinctly and briefly our grounds for so doing, prefacing our reasons by a few general remarks on colonies.

The term colony, in its restricted sense, is defined to be "a company of people transplanted into some remote province (or region) in order to

cultivate and inhabit it*:" in its more general acceptation, it applies not only to plantations, but to distant dependencies, acquired as well by conquest as first occupancy. If we look at the antiquity of colonies, we shall find it coeval with the earliest ages of history; so much so, indeed, that many of the numerous migrations mentioned in Holy Writ are in the nature of colonial plantations, and originated, in some respects, from similar causes to those that led to the formation, in later times, of new settlements in distant countries, viz. redundancy of population, the desire of escaping from religious or civil persecution, and conquest. The modern class of colonies, coming under the denomination of *colonies of commerce*, are more recent in their origin, but they are probably to be traced as far back as the time of the Phœnicians, the Grecians, and the Romans. Of the former may be mentioned the emigration of Esau from the land of Canaan† to dwell in Mount Seir, and the possession of the land of Canaan by Moses.

The overwhelming populousness of the north is ascribed as the cause which urged the flood of emigration that eventually subdued the south of Europe, and made the Roman empire, in the height of its greatness, a prey to gothic hordes, who, in their devastating progress, came in collision with the Huns from central Asia, and thus hastened the ruin of their more civilized contemporaries. But these barbarian‡ emigrations,

* Encyclopedia Britannica.

† The reason assigned is, "For their riches were more than that they might dwell together: and the land in which they were strangers could not bear them, because of their cattle." Genesis, chap. xxxvi.

‡ This term is applied, by all Roman writers, as a genuine demonstration of all the tribes of the north of Europe and the centre of Asia. The Goth and the Roman are thus contrasted by the author of "Teutonic Antiquities," (C. Chatfield, Esquire):—"Far from finding grounds to sustain that weight of prejudice, which affixes an opprobrium to the term of Goth as distinguished from the Roman of this era, the two races were, in fact, singularly marked by the reverse of the character usually affixed to their names; for the Roman citizen had sunk into the corrupting snares of sloth and slavery, while the barbarian breathed that tone of independency and of equality, which constructed the ground-work of the feudal constitutions of Europe, and which elevation of principle, modified by circumstance and climate, led to every advantage which is enjoyed by her respective states at the present day. Had Europe sustained the yoke of Rome in its state of debasement, the world had remained in the same moral degradation and slavery; but the unconquerable spirit of the northern warriors elevated them to an equality with the proudest of their rulers, and this inequality among the nobles established the fixed rights of

though they laid the foundation of new settlements and new provinces, bear no striking analogy to modern colonization. The Greeks, the Romans, the Carthaginians appear to have been, in ancient times, those who best understood the systematic establishment of colonies. Carthage is considered by Aristotle * to have derived her long stability and greatness from that cause, and Rome is probably no less indebted to the extent of her colonial possessions for the herculean power she attained over the destinies of the world. We have, therefore, the experience of ages past, and of nations the most puissant on the face of the earth, to show that colonies are an accession of strength, and not a diminution of power, to a parent state; and if, indeed, we had not the examples of Rome and Carthage before us, the advantages of colonies, properly regulated and governed, are of too ostensible and extensive a nature to need such foreign corroborative testimony.

Narrowing down our view of the subject to the consideration of the colonies of Great Britain in North America, it will not, we apprehend, be a task of much difficulty to establish their importance to the mother country, the advantage of the mother country to them, and consequently the mutual benefits conferred, upon both parts of the empire, by their union, under a liberal and enlightened system of colonial policy.

After all that has been said and written on this branch of the subject, few arguments of any weight can, probably, now be urged that will be novel; but we shall endeavour to place our canvass in such a light as may, we hope, serve to bring out more forcibly those points upon which the merits of our view principally rest. To this end we shall consider four points: viz. 1st, The territorial extent of the British dominions in North America, and its consequences; 2d, The trade of the North American colonies; 3d, Their shipping; 4th, Their political weight as appendages to the British crown.

their feudatory system. It is thus that history invariably records them as bearing forth from central Asia a restless unconquered spirit, a religion simple and martial as themselves, and institutions containing germs of liberty destined, in a future day, to ripen into principles decisive of the pre-eminence and happiness of Europe, thereby making a large amends to mankind for the calamities attendant on the overthrow of the Roman Empire."

* Politics, C. xii. lib. ii.

1st. The magnitude of the North American dominions of Great Britain is nearly equal to the whole extent of the two Russias; it is almost double that of the totality of the European continent, and is more than twofold greater than the Persian empire under Darius, or the Roman empire, in the plenitude of its power. As will be seen by the following table, the dominion of the crown of England extends over an aggregate surface of about 4,000,000 of geographical square miles, or upwards of 4,700,000 square *statute* miles, of which superficies a little more than 3,400,000 square miles are land, and about 1,300,000 water, including, in the calculation, the arctic waters intervening between the remotest discoveries of Parry and the coasts of the continent, which waters, though they must eventually come under the denomination of an open sea (mare liberum), after the full establishment of the existence of a north-west passage, may probably be at present considered closed (mare clausum), Great Britain being, in fact, possessed of its shores as far as discoveries have gone. Be this as it may, however, we have comprised its surface, in the gross estimate, upon the grounds that we have just stated *.

If the mere magnitude of these immense possessions is of a nature to arrest attention, their geographical position is no less calculated to open our eyes to their importance. On the east they confine the broad basin of the Atlantic Ocean, on the west their coasts are lashed by the surges of the Pacific, on the north they stretch to the utmost bounds of the known polar regions, and on the south they are bounded by an almost immeasurable frontier, extending across the whole continent, and separating them from the territories of one vast and ambitious republic. Touching at some points, the very temperate latitudes of 42° and 41° north, an immense habitable section enjoys a climate, in every respect suitable to the cultivation of the earth, the maturity even of delicate fruits and flowers, and highly salubrious to the health of man. A soil

* Such a proposition, if deemed too comprehensive, is not, however, more extravagant than the claim, propounded by Russia, to the exclusive navigation of part of the Pacific Ocean lying between the north-west coast of America and the north-east and opposite coast of Asia. Vide Correspondence between the Chevalier de Politica, Russian Ambassador to the United States, and John Quincey Adams, Secretary of State. 1822.

equally adapted to the pursuits of agriculture, and possessing exhaustless stores of minerals and timber. The most splendid river on the globe throws open to them an internal navigation of 2,000 miles, whilst the numberless large tributaries to this chieftain stream open a thousand collateral avenues to the heart of the country, north and south, and offer to the trader and the agriculturist a convenient means of carrying their goods and their produce to the shipping, which is to convey them to British and foreign markets.

Of the great aggregate superficies, as mentioned above, not more than 126,500 square miles appear to have been as yet surveyed, actually, or merely explored, and of this extent, about six millions and a half of acres (*numero rotundo*, about one-twelfth), are now under cultivation, in the whole of the colonies. This mere twelfth of the lands, hitherto explored, sustains a population of about 1,400,000 souls, and assuming that the lands thus explored (which are but a comparative fraction to the whole) should, alone, be settled in the same ratio, the population they are capable of supporting would exceed 16,000,000. How soon this large population will be computed in the western possessions of Britain, may fairly be collected from the extraordinary increase which has taken place within the last six years. In 1825 the North American colonies, and other parts of the continental dominions in America, contained about 900,000 inhabitants; they are now, from correct data, estimated at about 1,400,000, and thus appear to have increased in the ratio of 44 per cent. during the short term of six years; continuing to augment in the same proportion, the population would about double itself every 13 years. We may, then, compute, without subjecting ourselves to the charge of being visionary, that, in less than half a century, the number of inhabitants spread over the British possessions in America will not fall short of 16,000,000.

In considering the density of population with reference to three objects,—one as regards the lands in cultivation,—another as relates to habitable territory,—and a third as refers to the gross surface of the British possessions in question,—we shall find that, as to the first point, the density stands in the proportion of $5\frac{1}{2}$ acres per person, or about 116 persons to the square mile; as to the second, that there are about two souls to the square

mile; and as to the third, that there are at least three miles and a half to each person. By habitable territory, we mean such parts of the country as lie to the south of latitude 48° north, and within the probable pale of eventual settlement in the lapse of half a century or thereabouts.

Vast as is the field we have just described, for the support of a very large population, possessed as it is of every requisite to render it desirable as a region for the abode of man, how important do not these colonies become as the theatre of British emigration? Contemplating them in that light, they present to the mind various points of deep interest. That there exists, in the mother country, a redundancy of labouring population, seems to be universally admitted, and hence it becomes desirable to throw off the superfluity, to prevent the evils of pauperism; yet this labour itself, which exceeds the demand at home, is a valuable commodity, and should still, if possible, be directed towards augmenting the national wealth, instead of its passing to a foreign land, to enrich a rival state, and probably add strength to the sinews of an enemy. The British colonies offer the means of, happily and advantageously, retaining this valuable commodity, within the precincts of the realm. The subjects of the metropolitan country, transplanted to the British soil in America, continue as closely as ever linked to the parent state, equally, if not far more useful to it in enhancing the national wealth, and become an additional rampart to repel any invasion of territory, co-operating, as they would do, with the stanch and loyal native inhabitants of those provinces, in the defence of their adopted country—a country that must be endeared to emigrants from the United Kingdom, if it were but for the analogy of its free institutions. The value of colonies, and the benefits arising to the mother country from the emigration of the unproductive or restless class of its inhabitants, are sketched in a work attributed to Mr. Burke:—"It may be reckoned one very great benefit of our possessions in that part of the world (meaning America), that besides the vast quantities of our fabrics which they consume, or seamen that they employ, and our revenues that they support, they are a vent to carry off such spirits, whom they keep occupied, greatly to the public benefit. Our dominions are so circumstanced, and afford such a variety, that all dispositions to business, of what kind

soever, may have exercise without pressing upon one another. It is, besides, a great happiness, that unfortunate men, whom unavoidable accidents, the frowns of fortune, or the cruelty of creditors, would have rendered miserable to themselves and useless to the public, may find a sort of asylum, where, at least, they often succeed so well as to have reason to bless those accidents which drove them from their country, poor, deserted, and despised, to return to it in opulence and credit*." Such are the opinions and sentiments of a great statesman, upon this subject, and their wisdom and justness are corroborated every day by the circumstances of the British North American colonies. How these have benefited from emigration may be seen by the rapid increase of population shown in the following table.

* Account of the European settlements in America.

General View of the British Provinces in North America, showing their Territorial Extent, the Proportions thereof covered by Water, the Acres under Cultivation, the Population, and the Density of Population in the Provinces and Territories.

British Dominions in North America. Provinces and Territories.	Superficies of the land in square statute miles.	Surface of the water in square statute miles.	Average number of square miles surveyed, and tracts lying in their vicinity partially explored.	Average number of acres under cultivation.	Population. 1806.	Population. 1825.	Population. 1831, January.	Number of inhabitants to a square mile in each province or territory.	Number of acres under cultivation to each inhabitant.	Number of square miles to each inhabitant in the British dominions in North America.
Lower Canada	205,863	105,000	45,000	3,500,000	250,000	450,000	561,051	2¾	6⅕	
Upper Canada	95,125		33,000	1,250,000	70,718	157,841	220,000	2⅓	5¾	
New Brunswick	26,704		11,000	410,000	35,000	72,932	93,700	3½	4⅓	
Nova Scotia	14,031		9,000	700,000	65,000	104,000	139,334	9	5	
Cape Breton	3,125		1,000	85,000	2,513	16,000	28,802	9⅕	3	
Prince Edward Island	2,159		1,500	189,000	94,676	28,657	50,700	23½	3⅘	
Newfoundland	35,923		16,000	240,000	26,505	63,644	75,900	2	3½	
Total Land Superfices, British Provinces	382,928		126,500	6,374,000	459,412	891,074	1,169,487	3 1/18	5½	
Hudson Bay Territory	525,000	330,000	Add this population, calculated up to January, 1831, the increase from Emigration, which, to the Canadas alone, amounted on 1st August to 38,000 souls; add also the white and red population of the Indian territories, Labrador, Hudson's Bay, and the coast of the Pacific Ocean, the transit population of the colonies, and the troops: the result in round numbers will be about							
Western, or Indian Territory, extending to the borders of the Polar Seas and Pacific Ocean	1,800,000	200,000								
North Polar Territory and Sea, up to the latest discoveries 78° north about	1,400,000	700,000								
Total Land Superficies	3,407,928	1,335,000								
		3,407,928					150,000			
Total Superfices British Dominions North America		4,742,928	Grand Total . . .				1,319,487			3½

Of the total extent of land in cultivation, one-third only, on a grand average, is under crop, and therefore supplies the corn of the country, making one and two-thirds of an acre of cropped land per soul; but in Lower Canada it averages two and a half acres per soul, and in Upper Canada one and one-eighth.

2d. Colonies are not only important because of their territorial extent, and their consequent capabilities of supporting a large population, but their importance may be also measured by the nature and scope of their trade. The transatlantic possessions, at large*, of Great Britain, tested by this rule, will be found to yield to no part of her colonial empire; indeed, if we look at the superior populousness of our oriental dominions, as compared with those in the west, and contrast the amount of the British trade in those opposite quarters, we shall find that the western has a decided advantage over the eastern trade, even in the strict computation of figures.

The aggregate amount of British and Irish produce and manufactures exported in 1828 appears from the Year Book (1831) to have been 36,812,756*l.* sterling, declared value. Of this sum the colonial trade covers about 10,000,000*l.*, and this latter sum is chiefly divided between the east and the west, in the following manner†:

			£
PRINCIPAL COLONIAL TRADE TO THE EAST.	East India Company's territories, Ceylon and China		4,256,582
	New South Wales and Van Diemen's Land		443,839
			4,700,421
COLONIAL TRADE WESTWARD	British North American colonies	1,691,044	
	British West Indies	3,289,704	
			4,980,748
Excess of the amount of the western, over the eastern, colonial trade			£280,327

The population of British India probably exceeds seventy-five millions; that of Australia is comparatively insignificant (about 40,000 souls). On the other side, the population of the West Indies and the North American provinces combined scarcely amounts to 2,000,000, and of this number nearly half a million are blacks‡; we therefore have a British population, beyond the western ocean, not one thirty-ninth in number of that in the British East Indies, employing a larger capital in

* Including therefore the West Indies. † Year Book, London, 1831.

‡ Guthrie's Atlas.

trade—a capital increasing every year in a rapid ratio, keeping pace with the fast increase of population.

If, again, we compare the western colonial trade with the British commerce carried on with the United States of America, and measure it by a similar scale of population, the colonial trade will be found to enjoy the same advantage in this case as in the former. The United States contain about 12,000,000 of inhabitants, and the declared value of exports from the United Kingdom to that country, in 1828, is stated at 5,810,315*l.** sterling, or in the proportion of about 9*s.* 8*d.* per person, whilst the demand for British and Irish produce and manufactures in the North American colonies is nearly quadruple that amount per person; and if the proportion be taken with reference to the white population of the British West Indies, and that of those colonies combined, the ratio of the colonial and the American demand will stand as seven to one, nearly (7 to 1).

The value of any particular trade, to any given country, can also be ascertained by the nature of the article which is its object. Thus timber and hemp, to a maritime country, are of vital consequence, and such articles ought to be encouraged preferably to the importation of diamonds and pearls. The staples of our continental colonies in America are timber, ashes, peltries, bread stuffs, and salt provisions, besides fish from our Newfoundland and St. Lawrence Gulf fisheries. Hemp must eventually become another and a very abundant and valuable staple, as it requires but a first and judicious impulse, to render its cultivation universal in the Canadas, New Brunswick, and Nova Scotia, whose soils and climate are so well adapted to its production. Flax can scarcely yet be deemed an article of trade, it being raised in bare sufficiency for domestic use, but this also might be advantageously encouraged for exportation. The lower colonies abound with exhaustless mines of valuable coal, and England may boast of another Newcastle and Sunderland in her Cape Breton and Nova Scotia, to say nothing of New Brunswick, in which province considerable veins of coal have also been discovered. Gypsum is common

* Year Book, 1831.

in all these provinces, and marbles, of various descriptions, are found in extensive quarries in Canada. In fact the mineral treasures of the country, though scarcely yet explored, are of vast intrinsic worth, and we have no doubt but that the progress of improvement, and the pursuits either of science or speculation, will lead to the development of many other of the dormant sources of commercial wealth, lying beneath the earth's surface, as well as above it.

The trade of the colonies of Great Britain in America is rapidly on the increase, and is susceptible of almost unlimited augmentation. Some opinion may be formed of the fund of trade which they offer, by the fact, that the fisheries alone, by a temporary stimulus created during the war, exported produce to the amount of upwards of 2,000,000*l.* sterling *.

The following table † will show the steady value of the colonial trade, under its official estimate, up to 1825:—

* J. M'Gregor. The details are as follows:—

1814.

1,200,000 quintals fish	at 40*s.*	£2,400,000	0
20,000 ditto core fish	12*s.*	12,000	0
6,000 tons cod oil	32*l.*	192,000	0
156,000 seal skins	5*s.*	39,000	0
4,666 tons seal oil	36*l.*	167,976	0
2,000 tierces salmon	5*l.*	10,000	0
1,685 barrels mackarel	30*s*	2,527	10
44,000 casks caplin sounds and tongues		44,000	0
2,100 barrels herrings	25*s.*	2,625	0
beaver and otter furs		600	0
pine timber and planks		800	0
400 puncheons of berries		2,000	0
		£2,873,528	10

† Third Report of the Select Committee on Emigration.

Table of Imports and Exports into and from the United Kingdom and the undermentioned Colonies.

Provinces.	IMPORTS into the United Kingdom. Official value.		EXPORTS from the United Kingdom. Official Value.					
			British Produce and Manufactures.		Foreign and Colonial Merchandizes.		Total Exports.	
	1806.	1825.	1806.	1825.	1806.	1825.	1806.	1825.
	£	£	£	£	£	£	£	£
Lower Canada . } Upper Canada . }	158,160	731,855	319,832	916,058	81,868	229,405	401,700	1,145,461
New Brunswick .	19,568	319,559	48,666	402,051	5,189	71,993	53,855	474,044
Nova Scotia . .	..	44,548 }	194,714	227,853 }	35,881	31,343 }	230,595	258,696 }
Cape Breton . .	29,720	6,864 }		11,014 }		1,105 }		12,119 }
Prince Edward Island	..	9,244	1,206	32,458	222	6,185	1,428	38,638
Newfoundland .	178,064	200,841	211,224	270,282	77,256	46,983	288,480	317,265
Total . .	385,812	1,312,911	775,642	1,859,211	200,416	387,014	976,058	2,246,223

3d. The trade above-mentioned employs about 2,000 sail of British shipping, giving an aggregate of about 500,000 tons, and navigated by from 20,000 to 25,000 seamen, exclusive of the coasting trade in the River and Gulf of St. Lawrence, and along the shores of Newfoundland, in which a considerable number of minor vessels is engaged in the prosecution of the fisheries. The ratio of the distribution of the above, amongst the North American colonies, is shown by the following table, calculated for the years 1806 and 1825, and taken from the same source:

Number and Tonnage of Vessels to and from the United Kingdom and the Colonies.

Provinces.	Inwards.				Outwards.			
	1806.		1825.		1806.		1825.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Lower Canada . } Upper Canada . }	90	21,095	732	203,886	97	22,532	662	178,785
New Brunswick	23	6,818	842	235,097	20	5,637	705	210,071
Nova Scotia . .	57	12,260	109	25,570	70	15,471	101	24,092
Cape Breton . .	...	...	15	3,201	1	366	15	3,266
Prince Edward Isl.	...	...	32	6,897	6	1,572	16	3,351
Newfoundland .	147	16,069	126	14,447	276	35,894	316	43,590
Total	317	56,242	1,856	489,098	470	81,472	1,095	463,155

From the foregoing table we collect that, in nineteen years the number of ships, inwards, from the colonies, increased more than sixfold, and the tonnage, at the end of that period, was 8.6 times as large as it was at the beginning. The shipping and tonnage, outwards, from the United Kingdom, did not increase in so great a ratio, but its increase is nevertheless considerable, the shipping having much more than doubled itself, and the tonnage swelled in its amount almost sixfold of what it was in 1806.

The increase of later years appears to have been far greater. We are not in possession of regular shipping lists for the whole of the colonies in North America, but, in a document before us *, we have the following statement of the arrivals at the Port of Quebec *alone*:—

Vessels arrived.	Tonnage.	Men.	Emigrants.
In 1827 . . 643	154,554	7,210	16,800
1828 . . 718	183,481	8,222	12,500
1829 . . 900	236,565	10,567	17,000
	574,600	25,999	46,300

We find here an advance upon the number of ships, in three years, equal to about 40 per cent., and upon the tonnage, something more than 53 per cent. In the number of seamen employed a large increase is also conspicuous, and amounts to more than 46 and a half per cent. Viewing the foregoing statement as the shipping operations of one port only of the British North American colonies, the prosperity of the trade of the country, whatever may be the outcry against the reputed depression of commercial activity, is sufficiently manifest, and it is, we believe, further confirmed by the fact, which appears acknowledged, that British merchants are seldom involved in considerable losses in the course of their colonial transactions in that quarter, but that, on the contrary, they generally meet with punctual payment, either in money or produce, from their provincial correspondents,—a circumstance worthy of note, as establishing the respectability and stability of the British trade to British America.

* The Quebec Star, February, 1830.

The capital put afloat by emigration alone is by no means insignificant, for the money paid to masters and ship owners by emigrants, for their removal to the colonies, is estimated at about 70,000*l.* during the years 1827, 1828, and 1829. "Thus it appears," says the Quebec Star*, "that 574,600 tons of shipping have arrived at this port in three years. At two pounds per ton register, this will amount to 1,149,200*l.* This is exclusive of a considerable sum for the inward freight of merchandize from the United Kingdom, computed, in three years, at 50,000*l.* This sum, added to the 70,000*l.* gained by the conveyance of settlers, and the freight above-mentioned, will give a total for the shipping interest engaged in trade with Quebec of 1,300,000*l.* sterling, a little less than half a million annually. All this is obtained by the vessels engaged in that trade only six or seven months in the year, many of them being enabled to make an additional voyage to the West Indies or the southern states."

It is pretty well known, though we have not the regular statement of the facts before us, that a corresponding improvement has taken place in the shipping business of the other seaports of those provinces, as well as at Quebec. Who, then, after giving his candid consideration to the subject, could fearlessly assert that those colonies are idle or burthensome, whose trade and shipping are increasing in so prodigious a ratio—a ratio keeping pace with their fastly multiplying population, and the rapid development of their immense resources? When we reflect that every sail that enters our transatlantic ports is built, owned, and manned by British subjects; that the freight consists, mainly, of British produce and manufactures, and colonial staples; that the wealth of both countries is merely exchanged, and that consequently each confers commercial benefits upon the other—benefits that have a twofold efficacy, from the relation subsisting between parent state and colony—whereby a kind of reaction is produced, the prosperity of one section of the empire contributing to the independence and affluence of the whole:—when, indeed, we take up the subject in this light, the importance which attaches to those provinces becomes too palpable for reasonable denial.

* February, 1830.

England's transatlantic colonies have always been highly valued as the nursery of British seamen, and they must still be continued in great and growing estimation when considered in that light, notwithstanding the endeavours that are sometimes used to impugn their maritime importance. It should not be forgotten that the existence of the Canadas, New Brunswick, and Nova Scotia, as British colonies, is intimately associated with the preservation of the West Indies, and with the control of the Newfoundland and St. Lawrence Gulf fisheries. Thus the probability, at least, if not the certainty is, that if the North American colonies were ever wrested from Great Britain, England would at once be bereft of her West Indian plantations, and her immense and valuable fisheries, and thus would her "wooden walls" be weakened to a degree commensurate with the magnitude of her present colonial trade to the west.

Doubts have been thrown out in some quarters, questioning the advantages offered by the western colonial trade in the education of mariners; but such doubts must be at once dissipated in the minds of those who have crossed the Atlantic, especially if they have penetrated into the Gulf, and ascended the River St. Lawrence. The storms of the Atlantic yield in nothing to those of the Pacific Ocean. The voyage is indeed shorter, but the seamen are the more active for it, since their lying in port often continues a laborious period of their service, they being then employed in landing their inward, and receiving their outward, cargo. It is, in fact, generally believed that there are more energy and activity in the seamen employed in the western than in the eastern trade, and the rigour of the climate, westward, is doubtless one of the causes of this superiority. But if the traverse navigation of the Atlantic be still deemed only a secondary school for the formation of a good sailor, it will not be denied that the fisheries are admirably adapted to supply a formidable marine. The daring enterprise of the fisherman is known on this side the ocean as well as on the other: it would therefore be idle to dwell upon the boldness, the activity, the extreme collectedness and presence of mind, that characterize that class of navigators, who, apparently naturalized to the element, buffet the

heavy swell of the Atlantic in their frail fishing smacks and vessels, and seem to laugh the ocean's storms to scorn.

4thly. The importance of the North American colonies, as arising from territory, trade, and shipping, may be considered to result from these sources as *direct* advantages. Viewed in a political light, they present other advantages that may be called *relative*, though the benefits conferred upon the mother country by these are quite as direct and demonstrable.

The supplies of timber which Great Britain derives from them are such as to render her, in a great degree, independent of the Norwegian and Baltic trades, should any political event supervene that would interrupt the commercial relations subsisting between this country and that part of the continent. It has been stated, that the Baltic timber trade deserves a decided preference over the colonial, from the quality of the article imported; and it seems that some inattention in the culling of colonial lumber, for British markets, has justified the remark: but the reproach originates far more in the neglect of the trader, than from any real demerits of the article itself. But, however this may be, the colonial timber trade should, nevertheless, be fostered and encouraged, if it were with a view, merely, of carrying on the Baltic trade upon terms the most advantageous; for there is no doubt that the bare knowledge that exhaustless supplies of timber can be drawn from our own colonies, operates as a check upon the exaction of exorbitant terms in our foreign trade; and thus, whether in peace or war, the benefits of our colonial supplies of a valuable maritime article are equally obvious, and too important to be overlooked.

England could easily become equally independent of Russia, as the country whence she derives her stores of hemp, were the cultivation of that plant encouraged in the North American colonies, whose soil and climate are well known to be completely adapted to its growth in great perfection. Thus would the British empire have, within its own bosom, the means of perpetuating and extending its maritime power; aloof from the caprice of commercial treaties, hostile to its naval interests, it might stand confidently upon its own internal resources, and might send forth at all times a vast commercial marine and powerful fleets, built,

rigged, provisioned, fortified, and manned, through the means at its own exclusive disposal, and beyond the control of foreign interference.

Turning our eyes from Europe towards the United States of America, to consider their position with regard to our colonies in the west, the political weight that attaches to the latter, as appendages to Great Britain, strikes the mind with very great force. The United States have a seaboard frontier exceeding 2,000 miles, and although its defence has been a favourite object with the government of that republic, the efficient attainment of that end must be, and indeed, we believe, has been, found extremely perplexing and difficult. The United States, however, have another frontier no less extensive and far more vulnerable—it is the frontier on New Brunswick and the Canadas; three British provinces, which, to use the words of an able writer *, "hang heavily on their flank and rear, and (extending the remark to Nova Scotia) overhang and command their coast." Here, the geographical position of the British dominions offers a powerful check to the United States, and gives to England a guarantee against their commercial, maritime, and political ascendancy. Let us for a moment suppose that the provinces are involved in the vast American confederacy, and that, therefore, the mouth of the St. Lawrence is in the keeping of American ships-of-war and American forts. The effects are obvious. The whole agricultural wealth of the immense fertile regions, drained by the St. Lawrence, would be poured into the coffers of the republic, the maritime energies of the country would be more than quadrupled, its territorial aggrandizement would be almost incalculable, and yet its chances, and means, of defence be amazingly enhanced, inasmuch as the extent of frontier would be diminished by about one-half, and the practicability of its protection augmented in a proportionate degree. In the same ratio that the power of the United States would, under such a supposition, be heightened, should the maritime preponderance and the resources of Great Britain be weakened, and she would behold the fairest portion of America in the hands of a rival nation, disposed, already, to measure its strength with her in the contest for naval and commercial superiority.

* Henry Bliss, Esquire.

But the supposition we have indulged may, by some, and we apprehend with justice, be considered very speculative; we have entertained it, nevertheless, with a view of pointing out a few of the advantages that would be thrown into the opposite scale, were the colonies ever to pass, by conquest, from their present allegiance to another. Nature, however, seems, in some respects, to have designed things otherwise, and, casting a glance into futurity, when, at some after period, the colonies shall have grown into opulence and power, we dwell far more upon that section of the empire, as forming one collective and independent nation, than as sinking into the American confederacy, as an integral part of their, even now, overgrown union. The St. Lawrence presents to our mind the trunk of a tree that has no necessary affinity with the United States, and seems destined to bear different fruit. It is the prop of a new nation, the avenue to an independent empire, the great highway of a rival, not a dependency; and, therefore, in our contemplation, when that day arrives, which is to witness the British colonial trans-atlantic dominions swerve from the ægis of Britain's protection, it will be to erect themselves into a free, independent, and sovereign state, united with the country that fostered them in their infancy, by ties and treaties of permanent friendship and alliance, calculated to perpetuate reciprocal commercial benefits and consolidate their mutual power.

At what distance of time such an event may be consummated, it is more difficult to foretel than some imagine, who calculate the duration of our present colonies, upon the data afforded by England's first plantation in America; there is between them no parity. The rule of government, in the earlier history of British colonization, is widely different from the modern system of enlightened and liberal colonial policy. Colonies are no longer treated like step-children—nay, the connexion between the metropolitan and the colonial part of the empire, is considered as more analogous to the relation between bridegroom and bride. The colonies are more the consorts * than the daughters of Great Britain, and are, as such, more immediately participant in the honours, privileges, and prerogatives of their lord. It is, therefore, fallacious to say, that because

* Captain Basil Hall, R. N.

one set of colonies, at a time when the policy, by which they were ruled, was illiberal and injurious, threw off their allegiance as soon as their energies began to ripen, another set, governed by principles widely dissimilar, should follow the example. The best interests of men are generally the most powerful incentives to action, and we think it would be a task of little difficulty to show, that the colonies would be consulting their own solid interests, by clinging, for years yet, to the parent tree on which they are ingrafted.

What essential privileges would the colonies command beyond those they now enjoy, if they were either independent, or a section of the United States of America? How would it affect their civil rights? They freely elect their representatives, have thus a voice in legislation, are taxed by their own consent, and have a direct control over all public monies; would they have more in this respect? In the exercise of religion, they are perfectly free; all sects and denominations are, not only tolerated, but protected. In their judiciary, they sit as judges on juries, and their lives and their property are thus in their own hands. Their laws are defined, and their burthens are extremely light,—indeed, direct taxation is almost unknown and, in fact, unnecessary in the colonies. The onus of their defence falls upon the mother country, and, although she commands for this boon the control of her colonial commerce, that control is not injurious, since, by throwing open the home markets to their produce, the best opportunities and means are probably thereby given to the colonists, for its sale. They also enjoy several privileges in the British markets, which they might not have in foreign ones, and it is therefore problematic, whether the trade and commerce of those colonies would be very materially improved by a more extended sphere of trade, under other circumstances.

These are the leading features of the subject, as they suggest themselves to us; we are aware that there are municipal offices which, in the United States, are elective—in the colonies, donative; that is, in the gift of the crown; but, generally speaking, the patronage of the crown is exercised with wisdom, and consistently with the interests of the governed: and, in truth, should such, from mistaken causes, not be the case, the inhabitants have the right of representation by constitutional means. In

fact, the British colonist is in full possession of rights, privileges, and immunities commensurate with those of subjects in the United Kingdom, without being nevertheless burthened with one hundredth part of the weight of taxation. How far such a happy state of things may be desirable to perpetuate, cannot be doubted; and, however there should exist those who entertain visionary notions of the political greatness of independence, there are others who look to solid blessings, and the latter will be sure to find them in the BRITISH COLONIES IN NORTH AMERICA.

APPENDIX.

I.

Chronological Account of Public Events in Nova Scotia.

1764.—The townships of Granville, Windsor and Shelburne were formed; and the Acadians were permitted to hold lands in the province upon taking the oath of allegiance.

1765.—Nova Scotia submitted to the celebrated Stamp Act, and Cape Breton was erected into a county, and entitled to send two members to the House of Assembly.

1767.—The township of Yarmouth laid out. The governor and council constituted a court of appeal, and a new provincial seal received from England.

1768.—The township of Clare was laid out.

1770.—The rate of interest on money was fixed, by a provincial law, at six per cent. The General Assembly convened this year continued for 14 years, until 1784, and held seventeen sessions.

1771.—The township of Argyle was laid out. A lottery established to raise £1000 to repair roads. Horse-racing at Halifax forbidden by Governor Lord Campbell.

1772.—The imports this year were valued at £63,000 and the exports at £53,375. The population estimated at 18,320 souls besides 865 Indians. The fees for the registry of deeds at Halifax £25; the registry of probates £80; and the provost marshals £10.

1774.—The crown or ungranted lands ordered to be sold to persons desirous of settling in the colony, with the exception of Roman Catholics.

1775.—A Court of Exchequer established. The circulating medium of the province supposed to be less than £1,200. Orders received from England to make free grants of land to loyalist refugees from the other colonies.

1777.—The inhabitants of the township of Truro having refused to take the oath of allegiance, the House of Assembly resolved that they had thereby forfeited their right to representation, and refused to admit their member to the Assembly.

1778.—The Act of the British Parliament, renouncing the right of taxing the colonies, passed this year.

1779.—The Indians of the river St. John assembled in great force and threatened to make war on the English. This was the last threat of an Indian war.

1780.—A sum of £1500 granted for the erection of a school-house at Halifax. Sheriffs first appointed for the several counties of the province.

1781.—The townships of Windsor, Newport, Falmouth, &c. erected into a county called Hants County. The population supposed to have been considerably reduced by persons leaving the colony. The number remaining estimated at no more than 12,000.

1783.—The number of loyalist refugees from the other colonies who had arrived in Nova Scotia this year estimated at 20,000. The county of Shelburne erected. New Edinburgh, in the county of Annapolis, settled by a party of refugees.

1784.—New Brunswick and Cape Breton formed into distinct governments. The townships of Clements, Preston, and Aylesford laid out and settled. The province divided into eight counties. The members of assembly were thirty-six, receiving ten shillings per day; and the members of council fifteen shillings per day. The population estimated, after the separation of New Brunswick and Cape Breton, at 20,400 souls.

1785.—The boundaries of the several counties defined, described, and published by order of the governor in council. Line of packets established between Halifax and Falmouth.

1786.—Halifax Marine Association formed.

1787.—Nova Scotia erected into a bishop's see and Doctor Inglis appointed first bishop. Prince William Henry, his present majesty, accepted an invitation to a ball and entertainment, given in honour of him, at the public expense, and was pleased to express his approbation of the manner in which it was conducted *.

1788.—First vote of the House of Assembly in aid of King's College, Windsor, £400. House of Assembly address the governor against the judges of the Supreme Court, which the council vote to be altogether groundless.

1790.—The House of Assembly preferred articles of impeachment against the judges of the Supreme Court.

1794.—Nisi Prius Courts established in the counties of Sydney, Lunenburg, Shelburne, and Queen's.

1796.—Maroons arrive from Jamaica.

1797.—The La Tribune frigate wrecked at the entrance of Halifax Harbour, 236 souls perished. Contributions, in support of the war with France, from this province amounted to £6,894 14*s.* 11*d.*

1798.—A dreadful storm at Halifax, by which shipping and other property amounting to £100,000 was destroyed.

1799.—The Island of St. John named "Prince Edward's Island." Prices of provisions at Halifax: beef, by the quarter, 5*d.* per lb.; mutton 8*d.* per lb.; pork 6*d.* per lb.; veal 9*d.* per lb.; fowls 4*s.* each; butter 1*s.* 6*d.* per lb.; oats 3*s.* per bushel.

1800.—The foundation-stone of Mason's Hall at Halifax laid by His Royal Highness the Duke of Kent.

1802.—A royal charter granted to King's College, Windsor.

1803.—The establishment formed on the Isle of Sable for the relief of shipwrecked mariners, and £400 per annum granted by the Assembly for its support. The University of King's College, at Windsor, opened.

1804.—No Appropriation Bill passed this year, in consequence of a disagreement between the House of Assembly and Council.

1806.—Revenue of the province this year £20,577 5*s.* 5*d.*

* His present majesty affords the only instance of any of our kings happening to visit any of the British colonies.

1807.—District of Pictou divided into three townships, Pictou, Egerton and Maxwelton.

1810.—The mail from Prince Edward's Island brought to Pictou on the ice, with the exception of half a mile.

1811, 1812.—The House of Assembly address the Governor to solicit from his Majesty a suspension of the quit rents; to which his Majesty consents, if the assembly will make a suitable provision for the clergy of the church of England: the Assembly declines doing so. The annual amount of quit rents, if collected, was £3,500, and there was an arrear of £40,000 due to the crown.

1813.—New national school opened at Halifax. A dreadful gale of wind experienced at Halifax on the 7th November: upwards of 70 vessels lost and damaged.

1814.—Parliament granted £3,000 for erecting the admiral's house at Halifax; the Assembly vote £1,500 to complete it. £2,500 granted to aid the sufferers in the late war in Canada. The expedition under Sir John Sherbrooke against the Uuited States sailed from Halifax. The body of Major-General Ross, who fell at Baltimore, interred at St. Paul's church-yard Halifax.

1815.—Police court established at Halifax. The smallpox prevails at Halifax. Coals are first exported from the mines at Pictou.

1816.—Stage coach first set up between Halifax and Windsor. Destructive fire at Halifax, loss estimated at £40,000. Trustees of Pictou Academy incorporated.

1817, 22nd May.—Three shocks of an earthquake felt at Granville, Annapolis, Wilmot, Digby and Lunenburg, no damage done; a shock was at the same time felt at Fredericton, N. Brunswick, and at Boston, United States. £9,750 granted towards the establishment of Dalhousie College at Halifax.

1818.—Halifax declared a free port 27th May, and at the same time St. John's, N. Brunswick. Halifax harbour closed by the ice from the 11th to 24th February. The Central Agricultural Society established at Halifax. The township of St. Mary, Sydney County, laid out. The census of the population of the province 78,345 souls; Halifax contained 11,156.

1819.—£2,000 voted in aid of Dalhousie College, Halifax. A lottery for raising £9,000 to erect a bridge over the Avon at Windsor. A new general commission of the peace issued, and a new provincial great seal received from England.

1820.—The Poor Man's Friend Society established at Halifax. King George the Fourth proclaimed April 7th. Cape Breton reannexed to Nova Scotia, constituted a county, returns two members to the General Assembly, and the laws and ordinances of Nova Scotia are extended thereto.

1821.—Halifax harbour frozen over. A destructive fire occurs there.

1822.—The French frigate L'Africane wrecked on the isle of Sable, crew saved and brought to Halifax. Chamber of Commerce established at Halifax.

1823.—Halifax harbour frozen over. Public subscription library established at Halifax. Roman Catholics first admitted members of the House of Assembly.

1824.—Nova Scotia divided into three districts, eastern, middle, western. Commissioners appointed to hold Courts of Common Pleas and Quarter Sessions in each district. Cape Breton divided into three districts, north-eastern, southern, and north-western. Shubenacadie Canal Company incorporated by act of legislature. Township of Kempt, Hants County, laid out.

1825.—The Halifax and Liverpool Trading Company established. Iron-works established at Moose river, Annapolis. Amount of provincial revenue this year £49,113 19*s.* 3*d.* British metallic currency established as the circulating medium of the province. A bank (private) established at Halifax. A turf club established at Halifax. The reserved mines of the province granted by the crown to the Duke of York, and by him leased to Messrs. Rundell, Bridge, and Co.; the reserved profits of the mines to be applied to provincial purposes.

1826.—131 vessels built in the province this year, whose tonnage amounted to 15,535 tons; number of vessels of all sorts registered this year 456; total number of vessels belonging to the province, exclusive of Cape Breton, 1,031, tonnage 52,779, navigated by 3,407 men and boys. The first regatta at Halifax. £1,000 voted by the Assembly, and £4,508 8*s.* 9*d.* subscribed by the inhabitants, in aid of the sufferers by the great fire at Mirimachi, &c., whose loss amounted to £227,713 19*s.* 8*d.* The influenza, which prevailed throughout N. America, is severely felt in this province. The townships of Dorchester, Arisaig, St. Andrew's and Tracadie, in the county of Sydney, laid out.

1827.—The British government orders that the crown lands be in future disposed of by sale and not by grant. That all arrears of quit rent be remitted, and that the quit rents of the province should be duly collected in future and applied to provincial purposes. Three blood horses and two mares imported from England. The seal fishery first commenced from Halifax. A steam-engine erected at the Albion coal mines, Pictou, the first erected in this province. Smallpox and fever prevail exceedingly at Halifax; there were 811 deaths in that town.

1828.—Pictou and Sydney, Cape Breton, made free ports. Stage coaches established between Halifax and Annapolis. A steam-packet established between Annapolis and St. John's, New Brunswick. The highest tides ever known in the rivers falling into the bay of Fundy, by which the dykes at Annapolis, Horton, Cornwallis, Falmouth, &c. are broken. A census of the province made, which gives the population at 123,848 souls, showing an increase in ten years of 41,795, exclusive of Cape Breton.

II.

Extracts from the Journals of the Assembly of Nova Scotia.

Tuesday, February 22.

Mr. S. Humbert, Chairman, from the Committee, to whom was referred the subject relative to roads throughout the province, reported, that they had taken the same into consideration, and he was directed to present the following, which he read, viz.:—

"That they are of opinion, that the sum of seventeen thousand pounds should be applied to the improvement of the roads throughout the province, to be equally divided between the great roads and by-roads; that is, the sum of eight thousand five hundred pounds for the great

roads, and the like sum of eight thousand five hundred pounds for the by-roads, which they recommend to be appropriated as follows:—

GREAT ROADS.

St. John to Nova Scotia line	£1250	
Do. to Saint Andrew	1150	
For the Nerepis Road	800	
Dorchester to Shediac	200	
Shediac to the Bend of Peticodiac	275	
Shediac to Richibucto	700	
Richibucto to Chatham	1100	
Newcastle to Ristigouche	1050	
Fredericton to the Canada line	350	
Do. do. Finger Board	300	
Bellisle to Saint John	125	
Great Marsh in Westmoreland	200	
Do. do. Saint John	200	
Fredericton to Newcastle	800	
		£8500

BY-ROADS.

York	£1250	
Westmoreland	1150	
King's	950	
Queen's	950	
Sunbury	475	
Northumberland	800	
Gloucester	775	
Kent	400	
Charlotte	950	
Saint John	800	8500
		£17000

All which is respectfully submitted."
Ordered, that the report be accepted.

PRICES CURRENT.—1829.

Novascotian.

Alewives	none
Boards, pine	70*s.* per M. feet
Codfish, merchantable	13*s.* per quintal
Do. West India	11*s.* 3*d.*
Herring	15*s.*
Mackerel, No. 1	20*s.*
No. 2	17*s.*
No. 3	15*s.*
Salmon	none
Irish pork	90*s.* per barrel
Quebec do.	85*s.*

West Indian.

Coffee	1*s.* per pound
Molasses	1*s.* 6*d.* per gallon
Rum, West India	2*s.* 10*d.* to 3*s.*
Do. Jamaica	4*s.* 3*d.* to 4*s.* 6*d.*
Sugar, good	35*s.* to 42*s.* 6*d.*

American and Quebec.

Corn, Indian	4*s.* 6*d.* per bushel
Flour, Am. sup.	52*s.* 6*d.*
Fine	
Quebec, fine	none
American rye	32*s.* 6*d.*
Meal, Indian	16*s.* cwt.

Agricultural.

Potatoes	2*s.* per bushel
Apples, good	15*s.* per barrel
Beef, best	4*d.* to 6*d.* per pound
Irish do	none
Quebec do.	cargo 50*s.*, prime 55*s.*
Butter, tub	1*s.*
Cord wood	18*s.* per cord
Coals, Pictou	40*s.* per chaldron
Do., Sydney	45*s.*
Hay (market)	70*s.* per ton.

III.

PORT OF HALIFAX.

An Abstract of Imports and Exports at this Port and District in 1828.

INWARDS FROM GREAT BRITAIN.

Vessels 105		Tons 27368		Men 1298	
Ale and porter	casks 650	Carts	No. 16	Grindstones	chldn. 12
.....	barrels 135	Copperas	casks 28	.....	No. 138
Anchors and Graplins	270	Corks	bags 86	Gin	pipes 75
Anvils	No. 47	.....	cases 5	.....	hhds. 198
Alum	casks 32	Cork wood	bundles 40	.....	bbls. 7
Beef and pork	bbls. 174	Cologne water	cases 3	.....	case 1
.....	half-bbls. 10	Cheese	cases 10	Ginger	bags 13
Brandy	pipes 110	.....	hamps. 27	Glassware	mats 370
.....	hhds. 185	Candles	cases 6	.....	casks 291
Barrows	No. 22	.....	boxes 726	.....	crates 310
Brimstone	boxes 14	Cordials	boxes 2	.....	boxes 1634
Blocks	casks 2	Cloves and cassia	bags 2	.....	hamper 1
Bricks	No. 150550	.....	chests 2	Gunpowder	half-bbls. 74
Barley	casks 15	Cocoa	bags 39	Glue	bags 2
.....	half-bbls. 30	Cabinet ware	casks 1	.....	bales 1
.....	bags 656	.....	cases 3	.....	casks 14
Bread	casks 2	Currants	butt 1	Hardware	barrels 19
.....	bags 140	.....	casks 3	.....	cwts. 17
Blacking and brushes		Chalk	tons 100	.....	casks 2085
	casks 163	Dry goods	bales 2110	.....	cases 499
.....	hamp. 2	.....	cases 1443	.....	bags 863
Beer	kegs 116	.....	casks 7	.....	pieces 6640
Blacklead	bbls. 2	.....	boxes & sacks 355	Hats	cases 371
Blue and starch	cases 2	Engravings	cases 2	.....	hampers 23
.....	casks 23	Engines	No. 2	Hams	casks 5
.....	boxes 2573	Earthenware	crates 511	Honey	kegs 2
Boat, life	1	.....	casks 353	Indigo	casks 9
Bellows	pair 14	.....	boxes 370	.....	chests 26
Butter	casks 13	.....	pieces 20756	.....	seroons 9
Bronze figures	cases 2	.....	baskets 3	Iron and steel	bars 26395
Boiler, steam	No. 1	Feathers	bales 2	.....	bdls. 2244
Clocks	cases 4	Furs	cases 4	.....	boxes 4
Cordage	bales 62	Fruit, dried	boxes 270	.....	tons 375½
.....	coils 3206	.....	cases 70	Indian rubber	shoes
Cables	No. 76	.....	half-cases 100		boxes 4
Coal	tons 1381	.....	carrotes 3	Jewellery	boxes 4
Copper	casks 54	.....	barrels 76	Lead	rolls 40
.....	bdls. 20	.....	drums 415	.....	sheets 401
.....	cases 55	.....	half-drums 250	Leather	bales 47
.....	bolts 310	Flour	tierce 1	.....	manufact. casks 11
.....	sheets 149	Fowling-pieces	boxes 3	.....	trunks 3
.....	cwts. 97	Furniture	packs 7	.....	cases 79
Cambouers	No. 11	Fish	boxes 7	.....	boxes 42
Confectionery	cases 16	.....	jars 1	Lard	kegs 20
.....	boxes 12	Fish, pickled	casks 2	Marble	case 1

Marmalade	boxes	7
Mats	No.	4
Medicine	cases	89
.....	casks	58
.....	bales	1
Mustard	kegs	225
.....	boxes	3
Musical instr.	cases	23
Mathematical do.	do.	3
Nets, lines and twines	bales	35
.....	casks	122
.....	cases	29
Oil-cloth	cases	2
Oatmeal	barrels	275
Oats	bags	36
Oranges	boxes	14
Paint and oil	casks	472
.....	jugs	1902
Oakum	cwts.	57
Painting	case	1
Perfumery	cases	22
Peas bls. and bags		166
.....	kegs	6
Ploughs	No.	40
Plough moulds	No.	33
Pepper	boxes	337
Plants	boxes	2
Pickles	boxes	37
... ..	case	1
.....	cask	1
Printing-press	No.	1
Plate	cases	5
Putty	casks	4
Rum	puncheons	4
Shells	case	1
Soap	boxes	4316
Seeds	bls.	16
.....	casks	3
.....	boxes	8
Stoves	No.	158
Shot	casks	108
.....	bags	32
Sugar	hhds.	133
Stationery	cases	224
.....	bales	116
.....	trunks	16
.....	boxes	14
.....	buns	17
Saltpetre	bls.	38
Saltpetre	boxes	20
Salt	tons	7770
.....	bags	326
Sails	No. sets	20
Slate	No.	12½
.....	cases	4
Spices	casks	3
.....	bag	1
Sheathing pap.	cases	5
Tar	barrels	295
Tea	chests	4
Tallow	casks	28
Vinegar	casks	4
Vitriol	carboys	2
Tobacco	hhd.	1
Varnish	casks	23
Upholstery	packages	10
Whiting	casks	46
Whisky	pipes	10
Walnuts	box	1
Wine	pipes	45
.....	hhds.	243
.....	qr. casks	58
.....	cases	107
.....	dozens	3

Value . . £311,100

INWARDS FROM THE WEST INDIES.

Vessels 299 Tons 27724 Men 1655

Arrow-root	bbls.	7
.....	boxes	24
.....	bbls.	280
Anchors	No.	3
Boat	No.	1
Brandy	pipes	2
.....	hhds.	2
Bed-feathers	pun.	1
Bread	bags	28
Coffee	tierces	59
.....	barrels	200
.....	bags	504
Copperas	bbls.	426
Cables	No.	3
Cotton wool	bales	61
Cigars	M.	10
.....	boxes	94
Cocoa-nuts	casks	2
.....	No.	400
Cocoa	bags	104
Candles	boxes	59
Cedar	logs	13
Dry goods	bale	1
.....	trunks	5
.....	cask	1
Flour	barrels	43
Fruit	drums	3
Gin	hhds.	10
.....	cases	4
Ginger	bbls.	27
.....	boxes	4
Gig top	No.	1
Horse	No.	1
Hides	No.	7484
Hats, straw	puns.	6
.....	trunks	11
.....	barrels	24
.....	No.	807
Horns, ox	No.	1387
Honey	bbl.	1
.....	jars	7
.....	cases	32
Junk	cwts.	61
Iron	cwts.	81
.....	barrels	3
.....	casks	5
Lime juice	casks	12
Leather	bale	1
Lemons and oranges	barrels	115
.....	box	1
Limestone	tons	30
Lead	4 cwt. 1 qr. 21 lbs.	
Logwood	tons	6½
Lignum vitæ	tons	25
.....	logs	12
Lard	kegs	3
Molasses	puns.	4452
.....	tierces	2
Mahogany	logs	62
Oil, sperm	boxes	4
Oil, castor	barrels	3
.....	jugs	33
.....	bbls.	18
Onions	lbs.	2000
Pencil	case	1
Platted straw	bbls.	13
Posts, bed	sets	30
Preserves	box	1
.....	case	1
Pimento	bbls.	21
Rum	puns.	5292
.....	hhds.	73
Shrub	pipes	4
.....	hhds.	51
.....	qr. casks	20
Silk goods	trunk	1
Sugar	hhds.	1117
.....	tierces	392
.....	bbls.	1185
Syrup	box	1

Salt	hhds.	2749	Tallow	bbls.	9	Wine	tierces	27
Skins, calf and sheep		629	.....	kegs	15	.....	qr. casks	4
Scale and beam	set	1	.....	tierces	3	.....	cases	104
Sponge	bale	1	Tobacco	kegs	18	Wood-dye	cwts.	25
Snuff	bl.	1	Tea	chests	10	Wool, sheep's	tierces	2
Steel	boxes	2	.....	cannisters	19	.....	bags	8
.....	buns.	1	Work-table	No.	1	Wax, bees	barrel	1
Skins, goat		72	Wine	pipes	5			

Value . . £163,548

INWARDS COASTWISE.

Vessels 1140 Tons 59918 Men 3545

Apples	bbls.	46	Coffee	bls.	1	Laths		716000
.....	boxes	35	.....	bags	5	Leather, manuf.	box.	4
Anchors	No.	25	Cotton	bales	11	Leather	sides	223
Ale and porter	casks	83	Cordials	casks	4	Logwood	cwt.	147
.....	hamps.	4	Carriages	No.	2	Lime	hhds.	569
Apparel	packages	8	Dry goods	bales	141	Lard	kegs	185
Ashes, pearl	bls.	9	... trks. and	boxes	146	Lead	rolls	48
Beds, feather	No.	10	.....	casks	33	Lamps and glasses	No.	4
Butter	firkins	53	.....	buns	99	Lampblack	casks	11
Books	box	1	Earthenware	crates	72	Molasses	casks	52
Bread	barrels	262	.....	casks	4	Mills (black)	No.	3
.....	bags	864	Furs	boxes	2	Maple sugar	box	1
Barrels, empty	No.	65	Fish, dry	qtls.	81372	Malt	bush.	2040
Boards & planks	ft.	1,547,000	Fish, pickled	bls.	3747	Mustard	kegs	49
Barley	bushels	1006	.....	tierces	54	Musical Ints.	cases	4
Brick	No. M.	91¾	Flour	bls.	13841	Mill cranks	No.	2
Beef and pork	bls.	2377	.....	half-bls.	570	Nails	kegs	79
.....	half-barrels	201	Flax-seed	puns.	20	Oil	tuns	32
Beaureans	No.	3	.....	bags	327	Oakum	cwt.	45
Brandy	pipes	15	Figs	drums	2	Oats	bush.	6053
.....	bbl.	1	Furniture	packs.	193	.....	bls.	10
Boiler & ps. of engine		1	.....	cases	6	Onions	casks	9
Blacking	case	1	Gin	bls.	4	.....	buns.	300
Cheese	boxes	4	.....	hhds.	15	Oysters	bls.	30
.....	No.	45	Gunpowder	kegs	16	Oil, olive	pipes	5
Cables	No.	27	Gypsum	tons	70	.....	jars	113
Coals	chaldrons	143	Grates	boxes	32	Oil, linseed	casks	5
Candles	boxes	7	Gig	No.	1	Pickets	No.	1000
Chairs	No.	170	Glass	cases	20	Pork	barrels	54
Copper	barrels	2	.....	boxes	72	Peas	bush.	326
.....	cwt.	8	Hides	No.	608	.....	bags	145
.....	bars	48	Herrings, smoked			.....	kegs	368
Corn, Ind.	bushels	3558		boxes	1172	Paint	kegs	188
Combs	trunk	1	Handspikes	No.	216	Posts, cedar	No.	129
Clothing	trunk	1	Hams	bls.	25	Pepper	cases	16
Cordage	cwt.	150	.....	casks	7	Rum	casks	247
.....	bales	4	Hats	cases	2	Rice	tierces	7½
.....	coils	324	Hops	bales	9	.....	bbls.	13
Cyder	barrels	67	Horses	No.	4	Raisins	boxes	161
.....	pipes	1	Hardware	casks	76	Rigging	tons	10
Casks, empty	No.	154	Iron	tons	51	Sounds & tongues	kegs	7
Caps, sl. skin	puns.	3	.....	cwt.	16	Salt	hhds.	3928
.....	case	1	.....	bars	307	Stoves	No.	81
Cigars	cases	32	Indian meal	bls.	403	.....	cases	13

Shingles	M.	1231½	Stationery	packages	12	Vinegar	casks	22
Sleighs	No.	2	Shooks	puns.	229	Vegetables	bush.	590
Rounds bbls. and	kegs	413	Staves	M.	64¾	Wheat	bush.	22
Sugar	hhds.	6	Tar and pitch	bbls.	162	Waggons	No.	2
.....	barrels	92	Tobacco	kegs	213	Whiskey	puns.	5
Soap	boxes	449	.....	bales	6	Wines	pipes	27
Seeds	casks	12	.....	cwt.	6	.....	half-pipes	1
Seals	No.	2900	Tea	chests	49	.....	hhds.	46
Still, copper	No.	1	Trees, fruit	bdls.	4	.....	qr. casks	13
Skins, seal	No.	19012	Timber	pieces	103	.....	kegs	3
Skins, calf	No.	23	Twine	mats	5	.....	cases	24
Stationery	cases	3	Tombstone	No.	1	Walnuts	case	1

Value . . £129,544

OUTWARDS TO GREAT BRITAIN.

No. of Vessels 86 Tons 22390 Men 1033

Apples	barrels	4	Furs	truss	1	Plants	boxes	2
Apparel	chests	4	.....	bbls.	10	Poles and rickers	No.	108½
Arrow root	barrels	3	Fish, dry	qtls.	107	Preserves	cases	5
.....	boxes	3	Fish, pickled	bbls.	119	.....	box	1
Bees wax	casks	51	Flour	barrels	3	Paintings	box	1
.....	bag	1	Hides	No.	25	Plank, pine	pieces	3881
Bones, ox	casks	8	Horns, ox	bnds.	1	.....	feet	1821777
Coffee	bags	158	Herrings, smoked	bxs.	106	Plank, hardwood		
Copper	casks	6	Handspikes	No.	364		2 feet	54254
.....	ton	1	Indian boxes	sets	8	Rum	puns.	122
.....	cwt.	17	Iron	pigs	293	Seeds	box	1
... ..	box	1	Knees spruce	No.	86	Shooks	hhds.	28
Copper coins	casks	2	Lignum vitæ	pieces	126	Staves	No.	1011¾
Cranberries	barrels	27	.....	tons	2	.....	billets	4567
Cotton wool	bales	235	.....	cwt.	2	Skins, seal	puns.	10
Cassia	boxes	3	Lathwood	cords	323¼	Skins, moose	No.	18
Canoes	No.	3	Logwood	tons	25	Stoves	boxes	3
Coal specimen and			Molasses	puns.	114	Shells	boxes	1
copper	bbls.	21	Masts and spars	No.	539	Shingles	No.	7900
.....	boxes	2	Mats	sets	1	Timebr, hardwood		
Capelin	cask	1	Oil, castor	casks	19		tons	3286
Deals	ft.	416190	Oils, fish	tons	38	..... pine	tons	20859
Essence spruce	boxes	3	.....	gals.	36	Treenails	No.	13000
Furs	puns.	41	Oars	No.	946	Treacle	hhds.	6

Value . . £94,101

OUTWARDS TO THE WEST INDIES.

No. of Vessels 332 Tons 31803 Men 1896

Apples	barrels	558	Board and plank	M.		Barley	bushels	9
Ale and porter	casks	92		feet	5739½	Brandy	pipes	2
.....	case	1	Buckwheat meal	¼ bl.	10	.....	hhds.	3
Almonds	bls.	6	Bread	puns.	11	Bricks	M.	3
Anchovies	kegs	5	.....	bags	509	Boats	No.	9
Anchor stocks	No.	22	.....	cwt.	28	Beets	bls.	6
Baskets	dozen	1	.....	kegs	887	Chocolate	boxes	11
Beef and pork	bls.	580	Brooms	doz.	5	Cigars	boxes	67
.....	half-bls.	389	Blocks	lt.	17	.....	cases	17
Butter	cwt.	55	.....	boxes	12	Cranberries	bls.	5
.....	firkin	305	Beans	bushels	218	.....	boxes	9

Candles	boxes	609
Cordage	coils	7
.....	casks	109
Cotton	bale	1
Chairs	dozen	9½
Cider	puns.	2
.....	bls.	56
.....	case	1
Cordials	cases	2
.....	boxes	6
.....	casks	8
Currants	box	1
.....	bl.	1
Caps	case	1
Corn, Indian	bush.	10795
Corks	bl.	1
Copper	cases	6
Confectionery	pkg.	1
Cheese	casks	34
.....	barrels	16
.....	boxes	24
.....	cwts.	67
Capers	boxes	10
Dry goods	bales	20
.....	cases	38
.....	trunks	18
Earthenware	boxes	4
Essence spruce	kegs	2
.....	boxes	52
Engine, fire	No.	1
Eggs	dozen	20
Fusees	box	1
Flour	barrels	16518
.....	half-barrels	1290
Fish, pickled	tierces	8
.....	bls.	35348
.....	half-bls.	2245
.....	kits	
Fish, dry	qtls.	133744¼
Furniture	pkgs.	8
Figs	frails	27
Glass and manufactures		
	cases	8
.....	casks	14
.....	crates	3
.....	hamps.	3
.....	boxes	8
Gypsum	bls.	12
Hoops, wood	M.	348¾
Horses	No.	25
Hay	tons	110
Heading	puns.	2
Hams	casks	16
.....	cwt.	36
Hams	No.	475
Herrings, smoked		
	boxes	1642
Handspikes	No.	1303
Hops	bags	12
Hardware	boxes	4
.....	pkgs.	4
Hats	cases	4
Indian rubber shoes		
	cases	6
.....	dozen	1
Indian meal	bbls.	4221
.....	puns.	40
Ink	case	1
Indian rubber sheathing		
	cases	3
Knees spruce	No.	30
Lard	kegs	216
Leather & manufacture		
	pkgs.	68
.....	cases	10
.....	bls.	143
Lathwood	cords	3
Lobsters	boxes	3
Laths	M.	12
Maccaroni	pkgs.	12
Masts and spars	No.	263
Mustard	kegs	18
.....	cases	2
Mast hoops	No.	6294
Marble	cases	12
Nuts	bbls.	9
.....	bags	9
Nails	casks	3
Oil cloth	pieces	12
Oars	No.	9707
Oil, fish	gallons	67833
Oil	baskets	3
.....	cases	5
.....	jars	44
Oats	bushels	6086
Onions	barrels	112
.....	bunches	7338
Oxen	No.	84
Pitch and tar	bbls.	851
Pickles	boxes	16
Peas	bushels	1690
.....	kegs	20
Prunes	boxes	3
Potatoes	bushels	17627
Peppermint	casks	48
Pumps	No.	3
Pepper	bags	9
Preserves	cases	18
Pencils	box	1
Pipes	boxes	4
Paintings	cases	2
Rice	tierces	167
.....	½ tierces	54
.....	bags	28
Raisins	boxes	367
Resin	barrels	214
Staves	M.	1957
Shooks	No.	450
Steel	boxes	10
.....	bun.	5
Soap	boxes	417
Sheep	No.	656
Salts	bl.	1
Sugar, refined	bbls.	25
Shingles	M.	4456½
Skins, calf	No.	40
Sounds and tongues		
	casks	2
.....	kegs	153
Spices	boxes	2
Starch	boxes	4
Snuff	cases	2
.....	bls.	2
.....	boxes	7
Stationery	cases	13
.....	cask	1
Sausages	boxes	4
Saratoga-water	boxes	3
Seeds	boxes	5
Syrup	box	1
Spirits, turpentine	bls.	6
Sand	barrels	23
Sugar candy	tubs	11
.....	kegs	2
Tobacco	hhds.	22
.....	bales	12
.....	kegs	117
.....	cwts.	10
.....	½ kegs	9
Tea	chests	166
.....	canisters	25
Treenails	No.	1350
Turnips	bushels	2040
Types	boxes	5
Truck and wheels		1
Timber	feet	9512
Varnish	barrels	15
Verdigris	boxes	25
Waggon	No.	1
Wine	cases	2
.....	barrels	8
.....	qr. casks	22

Value . . £224,221

OUTWARDS COASTWISE.

Vessels 1250 — Tons 70744 — Men 4093.

Apples	barrels	5647	Cable	No.	9	Hops	bales	41
Apparel	cases	11	Currants	casks	2	Horses	No.	26
Ale and porter	casks	481	Cologne-water	box	4	Hams	cwts.	33
Anchors	No.	17	Coals	chaldrons	25	Hardware	casks	52
Arrow-root	boxes	38	Cotton	bales	141	.....	cases	2
Almonds	barrels	5	Capers	boxes	9	.....	packages	127
Axes	No.	78	Cocoa	bls.	5	Hay	tons	33
Ashes, pearl	bl.	1	Carriages	.	2	Honey	box	1
.....	puns.	2	Cambooses	No.	2	Hats	cases	11
Beef and pork	bbls.	3894	Confectionery	case	1	.....	dozens	3
.....	½ barrels	67	Casks, empty	No.	3152	Horns	casks	4
.....	quarters	232	Caps	box	1	Hides	No.	28
Boats	No.	4	Cotton	boxes	2	Indigo	bale	1
Butter	firkins	2191	Dry goods	bales	83	.....	boxes	2
.....	cwts.	85	.....	cases	65	.....	keg	1
Boards & plank	M. ft.	1165	.....	trusses	162	Iron	tons	8
Barley	bushels	2517	Drugs and med.	cases	4	.....	cwts.	3
Brandy	pipes	34	.....	packages	5	.....	bundles	9
.....	hhds.	5	Earthenware	crates	8	.....	bars	708
Bread	puns.	6	.....	case	7	Ink	keg	1
.....	bls. & bags	961	.....	box	9	Lard	kegs	47
.....	kegs	213	Eggs	dozens	11582	Lignum vitæ	cwts.	142
.....	cwts.	71	Essen. of spruce	kegs	133	Leather	bales	34
Brooms	dozens	10	Furniture	packages	44	.....	cases	8
.....	package	1	.....	pieces	807	.....	casks	105
Brushes and blacking	casks	7	Fish, dry	qtls.	4348	.....	bundles	26
Balsam	boxes	7	Do. pickled	tierces	5	.....	sides	189
Bricks	M.	29	.....	barrels	9754	Lime	hhds.	21
Bags, empty	No.	500	.....	½ barrels	133	Lime-juice	casks	6
Beans	casks	157	Flour	barrels	8597	Laths	M.	6
.....	kegs	25	.....	½ barrels	55	Lead	roll	1
.....	bags	22	Furs	casks	10	Loaf sugar	casks	2
.....	bushels	71	.....	dozens	43	Molasses	casks	1614
Bark	cords	13	.....	packages	5	Mutton	cwts.	22
Beets	bushels	215	Feathers	bags	13	.....	quarters	283
Bowls	case	1	Furnaces, clay	casks	1	Masts and spars	No.	125
Blocks	casks	50	Fruit, green	boxes	149	Marmalade	boxes	6
.....	No.	17	.....	bags	56	Meal, Indian	puns.	2
Corn, Indian	bushels	2869	Figs	bags	12	.....	bbls.	3447
Chocolate	boxes	314	.....	drum	1	Meal, oaten	casks	58
Cider	hhds.	53	Gypsum	barrels	7	.....	bags	224
.....	barrels	3560	.....	tons	21674	.....	tons	2
Cheese	cwts.	547	Gin	pipes	11	.....	cwts.	7
Copper	casks	1	.....	hhds.	26	Mattresses	No.	8
.....	cwts.	9	.....	cases	24	Mustard	kegs	16
.....	bolts	33	Glass, and manufactured	casks	39	Mahogany	logs	2
.....	box	1	.....	boxes	37	Malt	bags	4
Cigars	boxes	70	Gunpowder	kegs	15	Nuts	bbls.	9
.....	M.	2	Grindstones	No.	4800	Nails	casks	19
Cordials	casks	11	Groceries	packages	50	Nets and lines	casks	2
Cordage	coils	156	Ginger	bls.	2	.....	bbls.	18
Coffee	tierces	3	Hoops	M.	28	Oats	bushels	5030
.....	barrels	61	Herring	boxes	2953	Onions	casks	90
.....	bags	34	Handspikes	No.	9008	.....	bushels	826
						Oar rafters	No.	3906

Oxen	No.	902	Shooks	casks	1299	Sugar, refined	bls.	3
Oil, fish	gallons	21901	Seeds	casks	18	Tea	chests	3138
Oil, olive	cases	180	.....	boxes	3	.....	boxes	26
.....	¼ casks	4	Sausages	kegs	4	.....	canisters	35
.....	jars	9	Shingles	M.	1009	Tobacco	hhds.	73
Oakum	cwts.	65	Soap	cases	8	.....	barrels	21
Oranges	boxes	38	.....	boxes	1052	.....	bales	46
Ox bones	No.	316	Staves	M.	1824½	.....	kegs	1125
Pitch and tar	bbls.	1593	Shot	bags	81	Timber	tons	1072
Ploughs	No.	15	Stationery	cases	36	Turpentine, spirits of		
Peas	bbls. and bags	16	.....	packages	22		barrels	10
.....	bushels	25	Skins, calf	bls.	18	.....	jars	3
Potatoes	bushels	49748	Skins, seal	No.	798	Tongue and sounds		
Pimento	bbls.	2	Skins, rabbit	dozens	100		kegs	4
.....	bag	1	Salts	tons	263	Tallow	casks	4
Pickles	boxes	131	Sleighs	No.	6	Vinegar	casks	23
Pepper	bags	46	Sugars	hhds.	405	Vegetables	bushels	8713
Paint	casks	8	.....	tierces	19	Wax	bales	3
.....	kegs	51	.....	bls.	1080	Wool	cask	1
Peppermint	casks	4	Sheep	No.	2993	Whiskey	cask	1
Preserves	boxes	2	Stoves	No.	36	Waggons	No.	6
Putty	bladders	8	Sauces	cases	3	Weighing machine	No.	1
Prunes	boxes	55	Shrub	puns.	7	Wood, fire	cords	33
Poultry	casks	43	Snuff	½ barrels	2	Wood-dye	cwts.	10
Rice	tierces	76	.....	kegs	43	Wine	pipes	5
Rum	puns.	1504	.....	jars	4	.....	hhds.	5
Raisins	casks	4	Shoe thread	package	1	.....	¼ casks	6
.....	boxes	413	Sails	sets	7	.....	cases	110
Resin	bls.	197	Slate	tons	2			
			Value		£179,010			

INWARDS FROM THE UNITED STATES OF AMERICA.

Vessels 131 — Tons 16058 — Men 721

Apples	barrels	190	Books	parcels	60	Clock	boxes	2
Ashes, pearl	cask	1	Basins, wooden	dozs.	30	Cradles	No.	2
.....	barrels	3	Billet heads	boxes	6	Drugs & med.	casks	2
Axe handles	dozens	12	Corn, Indian	bushels	44554	.....	pkgs.	44
Bedsteads	No.	6	Cigars	hhds.	1	.....	cases	2
Buckets	No.	12	.....	cases	20	.....	bales	2
Balance, patent	No.	1	.....	boxes	259	.....	barrels	10
Boats	No.	15	Candles	boxes	379	.....	boxes	9
Brooms	No.	3060	Cider	bls.	18	.....	bag	1
Bread and crackers			.....	boxes	12	.....	jar	1
	barrels	2646	Cards, wool	casks	9	Eggs	dozen	35
.....	cwts.	101	.....	boxes	11	.....	barrel	1
.....	½ barrels	430	.....	loose, doz.	6	.....	box	1
.....	boxes & kegs	1581	Cotton	bales	35	Earthenware	box	1
Butter	firkins	373	Combs	cases	9	.....	basket	1
Bran	barrels	94	Cheese	No.	120	Engine, fire	No.	1
.....	bushels	141	Chase, printer's	No.	2	Furnaces, clay	casks	5
Blocks	casks	13	Chocolate	boxes	29	Flags, cooper's	bdls.	9
Buck wheat	barrels	24	Cranberries	barrels	12	Fire-stone	lbs.	7200
.....	½ barrels	98	Coaches, stage	No.	2	Flour	barrels	61379
.....	¼ barrels	78	Carts	No.	1	.....	half-bls.	3744
Boards	M. feet	138½	.....	sets & wheels	5	Furniture	pkgs.	323
Books	boxes	5	Calashes, silk	No.	2	.....	loose articles	981

Fruit, green	cases	7	Picture frames	pkgs.	3	Sheaves	bundle	1
.....	barrels	37	.....	No.	4	Sieves	dozen	10
.....	boxes	3	Peas	tierces	148	Sumac	bags	5
Glass & manufactures			.....	bbls. & bags	328	Straw-cutting machine		
	cases	55	Pork and beef	hhds.	4		No.	1
.....	casks	18	.....	barrels	3038	Spinning-machines		
.....	pkgs.	25	.....	half-bls.	20		No.	2
.....	crates	7	Pickles	boxes	19	Types	boxes	9
Grain, rye	bush.	93	Preserves	boxes	3	.....	parcels	5
Hoops	bundles	32	Ploughs	No.	3	Tobacco	hhds.	239
Honey	kegs	25	Paper-hangings	cases	2	.....	bales	86
Hams	bundles	3	Rice	tierces	630	.....	barrels	36
.....	No.	184	.....	half-tierces	52	.....	kegs	2291
Hardware	cases	11	Rosin	barrels	449	.....	half-kegs	243
.....	packages	57	Roots, flower	barrels	2	Tar, pitch, and turp.		
.....	casks	6	.....	boxes	4		bbls.	4983
Hops	bales	41	Rakes, hay	bundles	1	Turpentine, spirits of		
Hides	No.	8	Rocking-horse	No.	1		barrels	33
Ink	cases	5	Snuff	jars	33	Trees	bundles	106
.....	kegs	9	.....	box	1	.....	boxes	3
Leather & manufactures			.....	bls.	14	Threshing-machine		
	boxes	6	Soap	boxes	672		No.	1
.....	bundles	21	.....	barrels	2	Tables	No.	4
Lard	kegs	422	Staves	No.	989295	Thermometers	No.	2
.....	half-kegs	32	Shoes, Indian rubber			Varnish	barrels	13
.....	barrels	3		boxes	6	Vinegar	barrels	25
Meal, Indian	bbls.	8405	Skins, buffalo	No.	7	Vegetables	bushels	6
Melons	No.	1070	Shingles	M.	496½	.....	boxes	2
Mustard	kegs	5	Stoves	No.	15	Weighing-machine	No.	1
Mill-boards	bdls.	47	Seeds	casks	57	Walnuts	bags	15
Maps	packages	1	.....	boxes	23	Warp cotton	bales	8
Nuts	barrels	205½	Saratoga water	boxes	7	.....	box	1
Nails	casks	197	Stationery	bales	31	Whips	dozen	12
Oysters	barrels	2	.....	cases	7	Wax, bees'	barrels	8
Onions	barrels	504	.....	bundles	162	.....	box	1
.....	bunches	9780	Shooks	No.	157	.....	cask	50
Oats	bushels	275	Silver cup	No.	1	Waggons	No.	2
			Value		£176,843	4*s.* 1*d.*		

INWARDS FROM FOREIGN EUROPE.

Vessels 11 Tons 1484 Men 85

Almonds	seroons	45	Brimstone	casks	2	Cream of tartar	box	1
.....	casks	2	.....	boxes	30	Carpets	packages	6
Aloes	box	1	Brick	M.	51,788	Chest of drawers	No.	1
Anchovies	boxes	25	Bags, empty	bundles	108	Crape	case	1
Alabaster	cases	11	.....	No.	1000	Cotton goods	case	1
Bells	compositor	7	Bear's fat	boxes	2	Caps	box	1
Baskets	case	1	Brooms	No.	1500	Copper	cwt.	20
Barley	bags	281	Bristles	cask	1	Cologne water	cases	2
.....	bush.	1100	Cantharides	box	1	Cordage	coils	636
Bread	bags	1294	Cassia	boxes	5	.....	pakgs.	258
Beef and pork	bls.	84	Cork	pkgs.	116	Cheese	boxes	15
Beans	bags	179	.....	bags	95	Codlines	bdl.	1
Brandy	pipes	12	.....	baskets	6	Candles	boxes	800
.....	barrel	1	Capers	boxes	30	Carriages, children's		4
Brandy fruit	boxes	20	Cream of tartar	casks	2	Deer's tongues	box	1

Filberts	bags	16	Leather	bundles	10	Senna	pack.	1
Figs	seroon	1	Linseed oil	casks	2	Storak	boxes	1
.....	frails	18	.....	jars	352	Silk	cases	10
Flour	barrels	953	Lead	pigs	122	Slops	case	1
Feathers	bags	31	.....	bdls.	5	.....	parcel	1
Furs	bale	1	Liquorice	boxes	3	Soap	boxes	938
.....	baskets	3	Looking-glasses	No.	2	.....	baskets	100
.....	trunks	4	Maccaroni and Vermicelli	cases	15	Scammony	box	1
Glassware	cases	14	.....	baskets	20	Sailcloth	packages	161
.....	casks	5	.....	boxes	55	.....	bales	76
.....	box	1	Mats	No.	1450	.....	boxes	6
Gum	boxes	6	Mattresses	bale	1	.....	bags	3
Gloves	bale	1	Marble	cases	87	.....	parcel	1
.....	box	1	.....	tiles	200	Skins, calf	bales	16
Gin	pipes	14	.....	mortars	34	.....	No.	1440
.....	hhds.	10	Oil, olive	cases	146	Sausages	boxes	7
.....	cases	317	.....	casks	70	.....	bag	1
.....	casks	40	.....	pipes	4	Tea-boards	No.	2
Honey	cases	3	.....	jars	250	Twine	bales	13
.....	tubs	2	.....	boxes	20	Tallow	casks	42
Hemps	tons	81	Olives	mats	4	Verdigris	bbl.	1
.....	bundles	118	.....	cases	20	Vinegar	bls.	25
.....	bales	119	.....	jars	50	Wheat	bags	250
Hops	bales	13	Opium	box	1	White lead	boxes	10
Horse hair	bales	5	Oil cloths	boxes	6	Walnuts	bags	26
Hats, straw	cases	3	Oakum	bales	100	Wooden bowls	boxes	3
.....	No.	300	Pepper	bags	66	.....	No.	50
Hardware	box	1	Pickles	boxes	180	Wax	box	1
Hawsers	No.	4	Pocket-books	trunks	1	Wine	pipes	4
Hams	casks	2	Potter's earth	box	1	.....	half-pipes	2
.....	No.	50	Paint brushes	box	1	.....	hhds.	9
Junk	cwt.	5	Paper	bales	30	.....	qur. casks	177
.....	qrs.	3	.....	packages	1	.....	$\frac{1}{3}$ casks	37
.....	lbs.	21	Paste-board	pks.	8	.....	$\frac{1}{8}$ casks	28
Iron	tons	40	Quicksilver	flask	1	.....	hamper	19
... ..	bars	1014	Quills	baskets	7	.....	barrels	35
.....	pkgs.	52	Raisins	boxes	1200	.....	cases	342
Leather	bales	13	Rudder pintles	set	1	.....	dozen	34
.....	trunks	16	Salt	tons	100	Woollens	bales	5
.....	boxes	10						
			Value		£105,619			

INWARDS FROM CANTON.

Vessel 1 Tons 871 Men 74

Canes	packages	4	Lackered ware	cases	2	Toys	package	1
Hats	case	1	Pictures	packages	3	Tea	chests	14394
			Value		£97,283 5*s.* 11*d.*			

INWARD FROM AZORES.

Vessels 1 Tons 49 Men 6

Brandy	ankers	10	Onions	lbs.	6000	Sweetmeats		3
.....	half-ankers	3	Potatoes	bushels	160	Wine	pipes	6
Oranges and lemons	boxes	200	Raisins	boxes	25	.....	bbls.	7
			Value		£609.			

INWARDS FROM MADEIRA.

Vessels 1 Tons 105 Men 7

Baskets	No.	4	Fruit preserves	boxes	3	Wine	hhds. 7
Citron	boxes	21	Wax-work	box	1	.....	qur. casks 17
Clay figures	box	1	Wine	pipes	2		

Value £457.

INWARDS FROM BRAZILS.

Vessels 11 Tons 1549 Men 92

Cotton	bales	30	Coffee	bags	27

Value £426.

OUTWARDS TO THE UNITED STATES OF AMERICA.

Vessels 137 Tons 16886 Men 786

Coals	chaldrons	3202½	Hats	dozen	3	Starch	boxes 6
Copper, old	12cwt. 1qr. 12lb.		Ice	tons	255	Skins, sheep	casks 9
Canoe	No.	1	Moose	No.	1	.....	No. 1479
Fur caps	case	1	Nuts	barrels	9	Skins, seal	casks 23
Gypsum	tons	2476¾	Oil	gallons	5363	.....	No. 21447
Grindstones	No.	862	Oats	bushels	16	Tobacco	barrel 1
Herrings, smoked			Potatoes	bushels	6376	.....	kegs 12
	boxes	30	Porter	barrels	2	Wood	cords 497
Horns, Ox	casks	8	Sounds & tongues	bls.	1	Wool, sheep's	sacks 77
.....	No. loose	6520					

Value £15,240

OUTWARDS TO BRAZIL.

Vessels 16 Tons 2486 Men 136

Beef	barrels	25	Fish, pickled	bbls.	990	Staves	pieces 1300
Boards and plank	ft.	9744	.....	½ bbls.	56	Smoked herrings	bxs. 42
Candles	boxes	100	Flour	bbls.	901	Soap	boxes 600
Crackers	½ bbls.	110	.....	½ bbls.	75	Vermicelli	boxes 9
Dry goods	bales	6	Oil	gallons	2460	Window-blinds	parcel 1
Fish, dry	qtls.	30160	Porter	barrels	2		

Value £35,006

OUTWARDS TO AZORES.

Vessels 3 Tons 219 Men 14

Board and plank	ft.	29000	Fish, dry	qtls.	1241	Oil	gallons 2903
Butter	firkins	15	Fish, pickled	bbls.	95	Staves	pieces 6000
Dry goods	trunks	5	Oil	casks	24	Sounds & tongues	bl. 1
.....	cases	5					

Value £2,233.

IV.

PORT OF ST. JOHN, NEW BRUNSWICK.

An Account of the Value, in Sterling, of Goods Imported and Exported at this Port during the Year ending 5th January, 1830.

IMPORTS.

	Value in Sterling.			Total amount in Sterling.		
FROM THE UNITED KINGDOM.	£.	s.	d.	£.	s.	d.
Articles the produce of foreign Europe . .	8771	15	11			
... British possessions in Africa .	14	0	0			
... places within the limits of the East India Company's Charter .	3633	5	0			
... foreign states in Asia not within the limits . . .	98	0	0			
... Colombia and other foreign states in South America . .	398	10	7			
... British West Indies . .	29	0	0			
... Brazil . . .	4	10	0			
Produce and manufacture of the United Kingdom	162407	0	0			
Total from the United Kingdom .	...			175356	1	6
Total value of imports from British possessions in Africa .	...			375	1	1
... Madeira . . .	...			107	5	0
FROM BRITISH NORTH AMERICAN COLONIES.						
Articles the produce of the United Kingdom . .	4996	15	10			
... foreign Europe . .	547	19	8			
... places within the limits of the East India Company's charter .	5718	8	0			
... Nova Scotia and the Canadas .	38364	9	6			
... British West Indies . .	2187	18	0			
... United States . . .	67	15	0			
Total from British North American Colonies .	...			51883	6	0
FROM BRITISH WEST INDIES.						
Articles the produce of the United Kingdom . .	830	2	0			
... foreign Europe . .	30	8	0			
... New Brunswick (returned) .	3	0	0			
... British West Indies . .	48222	17	8			
... United States (returned) .	43	15	7			
... Brazils	75	16	5			
... Cuba	137	10	0			
Total from British West Indies .	...			49343	9	8

IMPORTS.—*Continued.*

	Value in Sterling. £. s. d.	Total amount in Sterling. £. s. d.
Brought forward .	...	277065 3 3
FROM THE UNITED STATES.		
Value of imports from the United States in British vessels	80 19 8	
... foreign vessels	72865 13 10	
Total from the United States .	...	72946 3 6
Value of imports from the Brazils . . .	...	331 6 11
... from St. Thomas's—produce of foreign Europe	...	40 18 0
Total value of imports at the port of St. John in 1829 .		350383 11 8

EXPORTS.

	Value in Sterling. £. s. d.	Total amount in Sterling. £. s. d.
TO THE UNITED KINGDOM.		
Articles the produce of British possessions in Africa .	52 14 5	
... New Brunswick . .	80711 0 1	
... fisheries of do. . . .	167 10 0	
... Nova Scotia . . .	7535 19 8	
... British West Indies . .	1130 8 6	
... Cuba . . .	13 0 0	
... United States . .	2292 18 11	
Total to the United Kingdom .	...	95903 11 7
TO BRITISH POSSESSIONS IN AFRICA.		
Articles the produce of foreign Europe . .	471 11 0	
... foreign states in Asia . .	25 0 6	
... New Brunswick . .	674 4 4	
... fisheries of do. . .	802 19 0	
... Nova Scotia . . .	22 18 6	
... British West Indies . .	197 8 6	
... Danish West Indies . .	262 11 6	
... United States . .	4383 15 1	
Total to British possessions in Africa .	...	6840 8 5
TO BRITISH NORTH AMERICAN COLONIES.		
Articles the produce of the United Kingdom . .	13136 9 11	
... foreign Europe . .	652 10 3	
... British possessions in Asia .	35 18 0	
... foreign states in Asia . .	408 14 6	
... British possessions in Africa .	73 15 0	
... New Brunswick . .	1541 14 3	
... fisheries of do. . .	608 17 2	
... other British North American colonies	60 5 0	
... British West Indies . .	6819 3 5	
... United States . .	10078 5 9	
... Brazil . . .	150 0 0	
Total to British North American colonies .	...	33565 13 3
Carried forward .	...	136309 13 3

EXPORTS.—*Continued.*

	Value in Sterling.			Total amount in Sterling.		
	£.	s.	d.	£.	s.	d.
Brought forward .	...			136309	13	3
TO BRITISH WEST INDIES.						
Articles the produce of the United Kingdom . .	383	0	0			
... foreign Europe . .	49	4	0			
... British possessions in Africa .	22	16	0			
... New Brunswick . .	18285	0	1			
... fisheries of do. . . .	16595	8	9			
... other British North American colonies	1999	10	11			
... United States . . .	12930	6	1			
Total to British West Indies .	...			50265	5	10
TO THE UNITED STATES.						
Articles the produce of the United Kingdom . .	424	3	4			
... New Brunswick . .	2590	10	9			
... fisheries of do. . .	1734	6	0			
... Nova Scotia . . .	2693	17	6			
... United States (returned) .	16	1	9			
Total to the United States .	...			7458	19	4
TO THE BRAZILS.						
Articles the produce of the United Kingdom . .	50	0	0			
... New Brunswick . .	368	1	6			
... fisheries of do. . .	24	14	0			
... United States . . .	255	13	9			
Total to the Brazils .	...			698	9	3
Total value of exports at the Port of St. John, in the year 1829	...			190732	7	8

An Account of the Value, in Sterling, of Goods Imported and Exported at the Port of St. John and its Out-bays in the Year ending 5th January,* 1830.

IMPORTS.

	Value in Sterling.			Total amount in Sterling.		
	£.	s.	d.	£.	s.	d.
Articles the produce and manufacture of the United Kingdom and imported from thence—at St. John .	162407	0	0			
... ... Out-bays .	58202	11	1			
				215609	11	1
Articles not being the growth or manufacture of the United Kingdom and imported from thence—at St. John .	12949	1	6			
... ... Out-bays .	6439	8	11			
				19388	10	5
Total				234998	1	6

* The places comprised under the denomination of "Out-bays" include all ports of entry within the province, St. Andrew's only excepted.

IMPORTS.—*Continued.*

	Value in Sterling.			Total amount in Sterling.		
	£.	s.	d.	£.	s.	d.
Brought forward .	...			234998	1	6
Total value of imports from France at Miramichi . .	...			347	0	0
... British possessions in Africa at St. John	...			375	1	1
... Madeira do.	...			107	5	0
... British North America do.	51883	6	0			
... ... at Out-bays	73128	18	10			
Total				125012	4	10
... British West Indies—at St. John .	49343	9	8			
... ... at Out-bays .	43	18	0			
Total				49387	7	8
... United States—at St. John . .	...			72946	3	6
... Brazil at do. . .	...			331	6	11
... St. Thomas's at do. . .	...			40	18	0
Total value of imports at St. John and Out-bays in 1829	...			483545	8	6

EXPORTS.

	Value in Sterling.			Total amount in Sterling.		
	£.	s.	d.	£.	s.	d.
Exports to the United Kingdom—at the Port of St. John	91903	11	7			
... ... Out-bays	139333	19	5			
Total				231237	11	0
Exports to British possessions in Africa—at the Port of St. John	...			6840	8	5
... British North American colonies—at do. .	33565	13	3			
... ... at Out-bays .	10679	19	7			
Total				44245	12	10
Exports to British West Indies—at the Port of St. John .	50265	5	10			
... ... at Out-bays . .	5122	7	7			
Total				55387	13	5
Exports to the United States—at the Port of St. John .	...			7458	19	4
... Brazils at do. . .	...			698	9	3
Total value of exports at the Port of St. John and its Out-bays, in 1829	...			345868	14	3

V.

PORT OF HALIFAX, NOVA SCOTIA.

An Account of Vessels entered Inwards and cleared Outwards, with the estimated Value of the Imports and Exports at this Port, in the Year ended 5th Jan. 1828, *as compared with the Year ended 5th Jan.* 1829.

	Year ended 5th January, 1828.								Year ended 5th January, 1829.							
	INWARDS.				OUTWARDS.				INWARDS.				OUTWARDS.			
	No.	Tons.	Men.	Sterling Value.	No.	Tons.	Men.	Sterling Value.	No.	Tons.	Men.	Sterling Value.	No.	Tons.	Men.	Sterling Value.
				£.				£.				£.				£.
United Kingdom . .	81	21593	983	307970	71	18082	812	121617	105	26368	1298	311100	86	22390	1033	94101
British West Indies .	278	26761	1520	190309	288	28438	1725	196738	299	27724	1655	163548	332	31803	1896	224221
British N. America, viz. Canada, N. Brunswick, and Newfoundland .	1284	63563	3283	117818	1344	74827	3930	136342	1140	59918	3545	129544	1250	70744	4093	179010
Foreign Countries . .	179	17898	934	312603	154	17412	1015	16922	156	20136	985	381238	156	19591	936	52479
Total .	1822	129815	6720	928637	1857	138759	7482	491619	1700	135126	7483	985430	1824	144528	7958	549811

VI.

Revenue of New Brunswick for 1830.

The committee appointed to examine the treasurer's accounts for the year ending 31st December last have laid their report before the House of Assembly, with a copy of which we have been furnished, and from which we gather the following summary:—

	£.	s.	d.	£.	s.	d.
Total gross revenue at St. John for 1830 . .	32377	12	1½			
From which to be deducted for drawbacks, &c. .	4844	10	1			
Nett revenue at St. John . .				27533	2	0½
Total gross revenue at St. Andrew's .	12410	2	9½			
Drawbacks, &c. . .	2134	18	3			
Nett revenue . .				10275	4	6½
Total gross revenue at West Isles .	3692	5	5½			
Drawbacks, &c . .	11	0	0			
Nett revenue . .				3681	5	5½
Total gross revenue at Miramichi .	5440	16	6¼			
Drawbacks, &c. . .	54	1	2¼			
Nett revenue . .				5386	15	4
Total gross revenue at Richibucto .	1065	18	9			
Drawbacks, &c. . .	33	12	0			
Nett revenue . .				1032	6	9
Total revenue secured at Shediac . .		...		242	5	5½
... ... Dalhousie . .		...		476	14	0½
... ... Bathurst . .		...		248	2	10½
... ... Fredericton . .		...		89	7	1½
... ... Sackville . .		...		52	18	3
... ... Petricodiac . .		...		51	0	0
... ... Bay Verte . .		...		0	18	7
				49070	0	5½

The committee remark " The above is the total revenue of the province for the year 1830, agreeably to the foregoing returns.

" Your committee, with great submission, however, beg leave to remark, that from the unusually large quantities of West India produce on hand in the province on the 31st Dec., 1830, the exportations have been and will be very large the present year, and that, consequently, at least 2000*l.* will be drawn back.

" Total balance in the hands of the province treasurer, Dec. 31, 1830, 16,237*l.* 13*s.* 3½*d.* Of which there are in bonds 13,722*l.* 2*s.* 1*d.*; in cash 2,515*l.* 11*s.* 2¼*d.*"

The committee further remark, " These accounts are clear and methodically stated, and they give your committee very great satisfaction."

Amount of auction duties at St. John in the year 1830, 779*l.* 18*s.* 7½*d.*

The revenue for 1829 (after allowing for drawbacks, &c.) was 34,705*l.* 15*s.*—Increase in 1830, 14,364*l.* 5*s.* 5½*d.*

Of the warrants (44,307*l.* 4*s.* 1*d.*), which have been paid by the provincial treasurer in the year 1830, the objects may be classed under the following heads, viz.

		£.	s.	d.	£.	s.	d.
Education.	Parish schools	4801	13	4			
	Grammar schools	761	13	11			
	Madras schools	400	0	0			
	College (2 years)	2200	0	0			
					8163	7	3
Bounties.	Fishing	3744	9	4			
	Grain	2893	2	5			
	Oat-mills	225	0	0			
	Destruction of bears	102	0	0			
					6964	11	9
Roads and bridges.	Great roads	7380	0	0			
	By-roads and bridges	5621	14	7			
					13001	14	7
Expenses of the legislature		...			2500	15	0
Militia		...			1562	14	0
Apprehending deserters		...			25	0	0
Public buildings		3108	9	9			
Light-houses		1348	6	2			
					4456	15	11
Packets and couriers		...			280	0	0
Law expenses, including printing laws and journals		...			1513	6	6
Charitable purposes		...			1643	2	3
Province contingencies		...			438	6	8
Miscellaneous		...			1061	1	0
Collection and protection of the revenue		...			2696	9	2
	Total				44307	4	1

VII.

The Shubenacadie Canal Company of Halifax, Nova Scotia.

PRESIDENT.

The Hon. Michael Wallace.

VICE-PRESIDENTS.

The Hon. Thomas N. Jeffrey. Samuel Cunard, Esq.

DIRECTORS.

Thomas Boggs, Esq. William Pryor, Esq.
R. J. Uniacke, jun. Esq. Michael Tobin, Esq.
James Bain, Esq. Martin G. Black, Esq.
Stephen W. Deblois, Esq. Lewis E. Piers.
James N. Shannon, Esq.

Charles R. Fairbanks, Esq., *Secretary and Agent.*
John Bainbridge, Esq. *Agent in London.*

BANKERS IN LONDON.

Messrs.

The Company is incorporated, under an Act of the Provincial Legislature, by a charter dated the 1st of June, 1826, granted by His Excellency Sir James Kempt, then lieutenant-governor, and confirmed by a subsequent statute. The responsibility of subscribers is, expressly and in the strongest terms, limited to the amount of their shares.

The management is in the board of directors at Halifax. By-laws, passed at a general meeting, and approved by the lieutenant-governor and his majesty's council, regulate the proceedings and choice of Officers. Absent shareholders vote by proxy.

The canal-works commenced in July, 1826, and have been successfully prosecuted under the direction of an able engineer from England. The navigation is constructed for sea-going vessels drawing eight feet of water; passing through the centre of the province from Halifax Harbour to the Basin of Mines—an extent of from fifty-four to sixty miles. There are fifteen locks, each eighty-seven feet long and twenty-two feet six inches wide. The space of twenty-four miles, including five locks, will be complete and open for vessels in October next: the remainder in 1831.—By boats, the whole distance from the Basin of Mines to within half a mile of the harbour will be navigable this autumn.

To aid the Company the Legislature in 1826 granted a donation of £15,000; and further in 1829, as an inducement to future subscribers, by an act of the General Assembly, appropriated an annuity of £1,500 currency, for ten years from the 1st of January, 1830, to guarantee an interest upon the new subscriptions.

The capital consists of	2,400 shares, each £25 currency, or 100 dollars	£60,000
Subscribed in Halifax	720	18,000
There remains for disposal	1,680 Shares . .	Currency 42,000
Equal to		Sterling 37,800

These will be preference shares, that is to say, shares entitled to five per cent. interest in preference to subscribers at Halifax. For these a subscription is now opened under the following terms, viz.:

The sum subscribed (each share being £22 10*s.* sterling) to be paid in London to the bankers of the Company, in four equal payments; one on the 1st of September next, and the others successively on the 1st of May and October, 1830, and the 1st of May, 1831.

The shares to be transferred in London or Halifax. The certificates to be delivered at the first payment.

Each subscriber in England to receive an interest of five per cent. on his investment. For this purpose the Company expressly guarantees to them, for ever, a yearly dividend of five per cent. on every share; to be paid in London.

Towards this interest (amounting yearly to £1,890 sterling) the Company will remit to London the provincial annuity of £1,500 currency for ten years, above mentioned: declaring that it shall only be applied to this purpose. The balance, with all charges, will be provided by the Company.

This interest on the preference shares, or the balance of it, remaining after the application of the £1,500 thereto, will be first paid out of the nett canal revenue. An equal dividend will then be made from the surplus to the subscribers at Halifax. Any income which may arise above five per cent. will be apportioned upon all the shares.

London, 24th of July, 1829.

VIII.

Table showing the Variation and Dip of the Magnetic Needle at varions geographical points in North America, compiled from the Journal of Captain Sir John Franklin, R. N. and other authorities therein named.

Latitude N.			Longitude w. of Greenwich.			Variation.			Dip.			Year of observation.	Names of places.	Authorities.
o	′	″	o	′	″	o	′	″	o	′	″			
57	00	3	92	26	00	6	10	21 E.	79	29	7		York Factory, H. B.	
53	41	38	98	1	24	14	12	41 E.	83	40	10		Norway-house	
53	56	40	102	16	41	17	17	29 E.	83	12	50		Cumberland-house	
52	50	47	106	12	42	20	44	47 E.		..			Carlton-house	
53	00	00	107	18	58	20	39	10 E.		..			Iroquois Lake	
54	00	00	107	29	52	22	6	35 E.		.			H. B. Fort	
55	25	35	107	51	00	22	15	48 E.	84	13	35		Isle a la Crosse Fort	Sir John Franklin, R. N.
55	53	00	108	51	10	22	33	22 E.		..			Buffalo Lake, P.	
56	24	20	109	23	6	22	50	28 E.		..			Mithye Lake	
56	41	40	109	52	51	25	2	30 E.	85	7	27			
..		..	111	8	42	24	18	20 E.						
60	54	52	113	25	36	27	25	14 E.						
61	11	8	113	51	37	25	40	47 E.						
61	50	18	113	21	40	31	2	6 E.						
62	17	19	114	9	28	33	35	55 E.	86	38	2		Fort Providence	
..		..	114	27	3	33	00	4 E.						
..		..	144	2	1	32	30	40 E.						
..		..	113	40	35	36	45	30 E.	87	11	48			
64	15	17	113	2	39	36	50	47 E.	87	20	35			
67	42	15	112	30	00	47	37	42 E.		..			Polar Sea	
67	53	45	110	41	20	40	49	34 E.		..			Detention Bay	
67	19	23	109	44	30	41	43	22 E.	88	58	48		Hood River	
68	18	50	109	25	00	44	15	46 E.	89	31	12			
46	55	00	69	46	00	16	00	00w.		..		1649	Quebec	Des Hayes
..		..	..		..	15	30	00w.		..		1686	Quebec	Ditto
46	49	00	71	5	00	12	30	00w.		..		1785	Quebec	Major Holland, S. Gen.
..		..	..		..	12	5	00w.				1793		Ditto
46	48	49	71	11	5	11	45	30w.				1806		Bouchette, S. G.
..		..	..		..	11	50	00w.				1815		Ditto
..		..	..		..	13	51	2w.		..		1817	Source of the St. Croix at the Monument	Ditto
..		..	..		..	14	45	5w.		..				Ditto
..		..	..		..	15	20	00w.		..				Ditto
..		..	..		..	16	10	5w.		..				Ditto
..		..	..		..	12	10	00w.		..		1820		Ditto
..		..	..		..	12	38	30w.		..		1825		Ditto
..		..	..		..	12	48	00w.		..		1827		Ditto

1820 and 1821

Table showing the Variation and Dip of the Magnetic Needle, &c. continued.

Latitude N.	Longitude w. of Greenwich.	Variation.	Dip.	Year of observation.	Names of places.	Authorities.
° ′ ″	° ′ ″	° ′ ″	° ′ ″			
46 48 49	71 11 5	12 54 20w.	..	1828	.. ..	Bouchette, S. G.
.. ..	71 16 25·5	12 54 00	..		.. ..	Capt. Bayfield and Mr. Jones
46 48 49	71 12 30	12 54 20	..	1828	.. ..	Bouchette, jun. D. S. G.'s map
.. ..	.. ..	16 45 00w.	..	1828	Sambro Light-house	Jones and Horatio Jauncey
43 23 57	65 38 3	12 24 00w.	..	1828	Cape Sable, s. point	Ditto
47 12 38	60 11 24	23 45 00w.	..	1829	St. Paul's Island	Ditto
45 41 66·7	62 42 00	19 00 00w.	..	1829	Pictou Harbour	Mr. John Jones and Mr. Horatio Jauncey
48 45 14	64 13 38	21 33 00w.	..	1829	Cape Gaspé, s. E. point	Ditto
46 27 36	62 00 8	21 00 00w.	..	1829	Prince Edward Island, E. point	Ditto
47 16 7	61 47 26	22 23 00w.	..	1829	Entry I., w. s. w. point, Gulf of St. Lawrence	Ditto
.. ..		24 2 00w.	..	1829	Point aux Basque, Round I.	Ditto
44 39 26·2	63 37 48	17 00 10·30	..	1830	Halifax	Ditto
46 30 00	.. ..	10 00 00w.	..	1828	Falls of Shawenegan, St. Maurice	Bouchette, jun. D. S. G.
47 18 32	.. ..	11 10 00w.	..	1828	Latuque, King's Post	Ditto
47 52 00	.. ..	14 45 00w.	..	1828	Division of the waters of the St. Maurice and Ouiatchouan	Ditto
48 17 00	.. ..	15 00 00w.	..	1828	Head of Commissioners' Lake	Ditto
40 30 15	.. ..	14 45 00w.	..	1828	Mouth of the Ouiatchouan, Lake St. John	Ditto

IX.

Regulations for granting Lands in the British North American Provinces.

For the information of persons desirous of proceeding as settlers to His Majesty's Provinces in North America, the following summary of the rules which have been established for the future regulation of grants of lands has been prepared by the direction of Earl Bathurst, His Majesty's principal Secretary of State for the Colonial Department.

The commissioner of crown lands will, from time to time, and at least once in every year, submit to the governor a report of the total quantity of each district of crown property, so far as he may then have ascertained the same, together with his opinion of each description of property which it may be expedient to offer for sale within the then ensuing year, and the upset price per acre at which he would recommend the several descriptions of property to be offered, provided that the land proposed to be offered for sale does not contain any considerable quantity of timber fit for His Majesty's navy, or for any other purposes, it being the intention that no grant of the land upon which such timber may be growing should be made until the timber is cleared.

If the governor should be pleased to sanction the sale of the whole or any part of the land recommended to be sold at the upset price proposed, or at any other price which he may name, the commissioner of crown lands will proceed to the sale in the following manner:

He will give public notice in the Gazette, and in such other newspaper as may be circulating in the province, as well as in any other manner that circumstances will admit of, of the time and place appointed for the sale of the lands in each district, and of the upset price at which the lots are proposed to be offered, that the lots will be sold to the highest bidder, and if no offer should be made at the upset price, that the lands will be reserved for future sale in a similar manner by auction.

That no lot should contain more than 1200 estimated acres.

The purchase-money will be required to be paid by four instalments, without interest; the first instalment at the time of the sale, and the second, third, and fourth instalment at intervals of a year.

If the instalments are not regularly paid, the deposit-money will be forfeited and the land again referred to sale.

Purchasers of land at any sale not exceeding two hundred acres, being unable to advance the purchase-money by instalments, as proposed, the commissioner may permit the purchaser to occupy the same upon a quit-rent, equal to five per cent. upon the amount of the purchase-money, one year's quit-rent to be paid at the time of sale, in advance, and to be paid annually in advance afterwards; upon the failure of the regular payment the lands to be again referred to auction and sold. The quit-rent upon lands so purchased in this manner to be subject to redemption upon payment of twenty years' purchase, and parties to be permitted to redeem the

same by any number of instalments not exceeding four, upon the payment of not less, at any one time, than five years' amount of quit-rent, the same proportion of quit-rent to cease.

In case, however, the parties should fail regularly to pay the remainder of the quit-rent, the same to be deducted from the instalment paid, and the lands to be re-sold by auction whenever the instalment may be absorbed by the accruing payment of the remainder of the quit-rents.

Public notice will be given in each district in every year, stating the names of the persons in each district who may be in arrears, either for the instalments of their purchases or for quit-rents, and that if the arrears are not paid up before the commencement of the sales in that district for the following years, the lands, in respect of which the instalments or quit-rents may be due, will be the first lot to be exposed to auction at the ensuing sales; and if any surplus of the produce of the sale of each lot should remain after satisfying the crown for the sum due, the same will be paid to the original purchasers of the land who made default in payment.

No land will be granted at any other time than at the current sales in each district, except upon application from poor settlers who may not have been in the colony more than six months preceding the last annual sale; settlers so circumstanced may be permitted to purchase land, not exceeding two hundred acres each, at the price at which it may have been offered at the last annual sale and not purchased, and may pay for the same, or by quit-rent computed at five per cent. on the sale price, and thenceforth these persons shall be considered as entitled to all the privileges, and be subject to the same obligations as they would have been subject to if they had purchased the land at the last sale.

In cases of settlers who shall be desirous of obtaining grants of land in distinct districts not surveyed, or in districts in which no unredeemable grant shall have been made, the commissioner of crown lands will, under the authority of the governor, at any time within a period of seven years from the date hereof, grant permission of occupancy to any such settlers for lots of land not exceeding two hundred acres, upon consideration that they shall pay a quit-rent for the same, equal to five per cent. upon the estimated value of the land at the time such occupancy shall be granted, and the persons to whom claims of occupation shall be made shall have liberty to redeem such quit-rents at any time before the expiration of the seven years, upon the payment of twenty years' purchase of the amount; and at any time after the termination of the seven years upon the payment of any arrear of quit-rent which may be then due, and twenty years' purchase of the annual amount of the rent.

No patent will be granted until the whole of the purchase-money shall have been paid, nor any transfer of the property made, except in case of death, until the whole of the arrears of the instalments or quit-rent shall have been paid.

The purchase-money for all lands, as well as the quit-rents, shall be paid to the commissioner of crown lands, or to such person as he may appoint, at the times and places to be named in the condition of the sale.

X.

Instructions to the Agents of Townships.

LOWER CANADA.

To agent for superintending the settlement of the township of

The governor-in-chief (or lieutenant-governor) having been pleased to appoint you agent for superintending the settlement of the township of

1st. You are to reside within the township to the superintendency whereof you are appointed, or in its vicinity, in order the better to accomplish the end of your nomination.

2nd. Your next duty will be to lay off, with the advice and participation of the surveyor-general, a block of 500 acres, as a site for a village, of which 200 acres will be set apart for a church, school-house, and court-house for the sessions of the peace; the remaining 300 acres to be granted into lots of the average dimensions of one acre, by ticket of occupation, on condition that a comfortable log-house be built thereon; and in conformity to other conditions therein contained, a projected plan of the sub-division of such a village to be submitted by the surveyor-general to the governor (or lieutenant-governor) for approval.

3rd. The lots to be granted to be one-half of an ordinary township lot, divided through the centre, not longitudinally, but so as to give to each settler nearly a compact square farm of 100 acres, and the usual allowance of five per cent. for highways.

4th. Each applicant to receive from you a location certificate, of which printed forms will be furnished you, for the half-lot you will assign to him, (each settler being entitled to the vacant half lot next after the number of the last preceding certificate, provided he be the first applicant), and no such location certificate to be granted, unless the applicant be of good character, a British subject, and upon the spot ready to commence the performance of the conditions of his location ticket. Such applicants, however, of good moral character, having large families and probably some of a sufficient age and capable of improving land, should be particularly encouraged and recommended by you to government for an additional portion of land, as contiguous as possible to the land already located to them; and such of the sons as are above 18 years, being desirous of cultivating lands for themselves, provided they appear to you capable of undertaking the management of a farm, ought in such case to be located to a half lot nearest that of their father.

5th. You will quarterly transmit to the surveyor-general's office exact returns, in the following form, of the locations made in the township you superintend, accompanying the same with remarks on the general state and prosperity of the settlements therein.

Quarterly Return of Locations made in the Township of between the and the 182

Names.	No. of Lot or Half Lot.	No. of the Range.	Date of Ticket of Location.	Families. Head thereof.	Wife.	Males.	Females.	Single Men.	Whether Emigrants from the United Kingdom, or what other country.	Character, how, and by whom recommended.	House.	Barn or Stable.	Whether occupied and by whom.	Whether the road and settling duties have been made in whole or in part, what extent of land cleared and in culture.	Tickets of Location that have expired, whether the lots are wholly unoccupied, or what has been done.	Remarks

A copy of which return the surveyor-general will transmit to the civil secretary's office, to obtain through its medium the ratification and approval of government of the locations therein stated to have been made; the same to be subsequently forwarded to you, through the surveyor-general's office, where entries of the ratified list and return will be first duly made.

6th. You will make a separate report, for the consideration of government (to accompany each quarterly return), of such lands where the conditions of settlement have been wholly neglected, and the time for performing them, or any of them, has expired (after giving due notice to that effect to the parties interested), but you are not to proceed to a new location of the lots until you receive an authority to that effect from this office.

7th. Every settler to be held to clear the road in front of his lot to the width of 20 feet within from the date of his location ticket; and in default of so doing, his location ticket to be null and void, unless satisfactory reasons are given why the same could not be performed, in which case discretion is left you to act thereupon with equity and justice towards the individual.

8th. Every person who shall be located shall be held to clear the entire front of his half lot, by the depth of one acre from the front, within two years from the date of his location certificate; and in default thereof, shall forfeit his right to the half lot for which he may have been located, but at the same time shall be entitled to his grant of such half lot upon producing the certificate of the agent of the township in which such lot is situate, of the performance of the above conditions, at any time before the expiration of the two years allowed for the performance of the said conditions.

9th. You will take care to reserve and point out the grounds for by-roads to communicate from one range to the other, and with the roads running in front of the lots; which by-roads you will lay out at convenient distances from each other, as near on the division lines of the lots as practicable, five per cent. being allowed for that object.

10th. With reference to the crown and clergy reservations, you will be governed by the diagram hereunto subjoined; and you are to refrain from granting such parts of the township under your superintendence, as you may think proper to be retained in the power of the crown, for its future disposition, according to the circumstances accompanying the settlement of that township, of which you will give an early communication to government.

11th. You are to consider yourself as the guardian of the ungranted lands of the crown and of the reservations in block, or otherwise, set apart for the future disposition of his Majesty, within the limits of the township under your superintendence; and as such you are to report to this office the trespass and depredations committed thereon, that instructions may in consequence be given to the law officers of the crown to prosecute the individuals concerned.

12th. You will be entitled to a per-centage of five acres on every hundred located by you as agent, and it will be optional with you to take in each range your per-centage on the lands located therein, or to select it in block in the rear of each half of the township; but it is to be understood that the same will be secured to you by letters patent, so soon *only* as the conditions of settlement shall have been complied with by the settlers on their respective lots.

13th. In consideration of postage, stationery, &c. you will be entitled to demand for yourself, upon each location made by you, a sum of 2*s*. 6*d*., accounting to the surveyor-general for his fees.

14th. You will consider yourself as linked with this, the office of his Majesty's surveyor-general, from whom you shall receive, from time to time, such further communications as the

exigency and nature of this branch of the public service may require, and through him make all your reports or communications to the governor.

By his excellency the governor-in-chief's command,

Surveyor-general's office,
Quebec, 182 JOS. BOUCHETTE,
Surveyor-general.

XI.

Form of a Location Ticket from a District Land-board in Upper Canada.

Land-Board, *District.*

A. B. born at in of the age of years, having arrived in this province and petitioned to become a settler therein, has been examined by us, and we being satisfied with his character, and of the propriety of admitting him to become a settler, and having administered to him the oath of allegiance, do assign to him one hundred acres of land, being the half of lot No. in the concession of the in , for which, upon due proof of having cleared and cropped five acres, and cleared half the road in front of his land, of having erected and inhabited a house thereon for one year, he will be entitled to receive a grant to him and his heirs, he paying the patent fee of 5*l.* 14*s.* 1*d.* sterling.

N. B.—If the settlement duty is not performed within two years, this location to be of no value, but assigned to another settler.

TABLE OF FEES.

Upon all grants of land issuing under orders in council, bearing date subsequent to the 1st January, 1820, the following sums will be paid by the patentee.

Acres.	£.
On grants of 50	...
... 100	12
... 200	30
... 300	60
... 400	75
... 500	125
... 600	150
... 700	175
... 800	200
... 900	225
... 1000	250
... 1100	275
... 1200	300

In three equal instalments. The first on receipt of the location ticket, the second on certificate filed of settlement, the third on receipt of the fiat for the patent.

No petition can be entertained unless accompanied by a written character or a satisfactory reason shown for such not being produced.

(Signed) JOHN SMALL,
Clerk of the Executive Council.

The fees in Lower Canada are low, and bear no proportion to those demanded in the sister provinces. The fees on land granting in the lower province have uniformly been 3*l.* 6*s.* 8*d.* per 1000 acres granted under letters patent; and an average of from 10*s.* to 15*s.* for the survey of each 200 acre lot.

XII.

General Statement of the Grants of Land made in Nova Scotia from the Year 1749 *to* 1826, *showing the Reservations of Mines and Minerals to the Crown.*

Periods of the Grants.	Quantity of Land granted.	Of which has been escheated.	Quantity of Land still held by Grant.	Reservation of Mines to the Crown.	Remarks.
	Acres.	Acres.	Acres.		
From 1749 to 1752	12,000	500	11,500	In some of these grants, mines of gold and silver, precious stones, and lapis lazuli are reserved, but in most of them there is no reservation whatever.	These grants include the town, suburbs, and peninsula of Halifax. Farm lots on the harbour and vicinity of Halifax.
From 1752 to 1782	2,890,062	1,945,372	956,690	Mines of gold and silver, precious stones, and lapis lazuli are reserved, and no other.	These lands were escheated for the reception of the great bodies of loyalists and disbanded corps, who settled in this province in the years 1783 and 1784, and consisted chiefly of large tracts, situate in the County of Shelburne, Sidney, Poictou, County of Hants, Cumberland, and Halifax.
From 1783 to 1808	1,873,941	206,790	1,667,151	Mines of gold, silver, lead, copper, and coals are reserved, and no other.	
From 1809 to the present time	1,343,936	...	1,343,936	All mines and minerals of every description are reserved to the crown.	
Total amount	6,119,939	2,152,662	3,979,277		

By the above statement it will appear,

That . 6,119,939 acres have been granted.
Of which 2,152,662 acres have been escheated.
And that 3,979,277 acres are still held by grants.

It further appears,

That upon 11,500 acres there is no reservation of any mines and minerals (except in a few grants to the crown.)

That upon . 956,690 acres, mines of gold and silver, precious stones, and lapis lazuli, are reserved.

That upon . 1,667,151 acres, mines of gold, silver, lead, copper, and coals are reserved.

And that upon 1,343,936 acres, mines and minerals of all descriptions are reserved to the crown.

Halifax,
April 17th, 1826.

(Signed) CHARLES MORRIS,
Surveyor-General.

XIII.

Circular Letter from the Commissioners of Emigration.

Colonial Office, 8th July, 1831.

In order to prevent misconception, the commissioners for emigration, appointed by His Majesty on the 24th of June, 1831, hereby inform persons wishing to emigrate to His Majesty's possessions abroad, that no funds have been placed by the lords commissioners of His Majesty's treasury at their disposal, for defraying the expense of conveying emigrants to those possessions.

The commissioners have, however, received instructions, that in the event of inhabitants of parishes subscribing to raise funds, or individuals providing funds for that purpose, they are at the request of the parties and on conditions which will be stated in printed forms to be had at this office, to undertake the application of the funds so raised, and, through the proper departments of government, to contract with ship owners and other persons for the passage of emigrants and for their provisions during the voyage to such colonies as the persons raising the funds may select for their destination. Emigrants so proceeding will further be placed in communication with authorized agents in the colonies, from whom they will receive information for their guidance on landing.

In conformity with their instructions, the commissioners have prepared printed statements, containing information which they think likely to be useful to persons proposing either themselves to emigrate, or to supply others with the means of doing so.

The commissioners have directed that all persons applying for information respecting the purposes of the commission should be furnished with a copy of this circular; and that persons wishing to avail themselves of the powers vested in the Commissioners, and of the general information respecting His Majesty's possessions in North America, Australia, and South Africa, which has been hitherto collected, should also be furnished with the different printed statements containing the same.

By order of the commissioners,

T. FREDERICK ELLIOT,

Secretary to the commission.

XIV.

Abstract of a Bill (as amended by the Committee), to facilitate Voluntary Emigration to His Majesty's Possessions Abroad; introduced in the House of Commons of the Imperial Parliament, 13th April, 1831.

[1 William IV. Session 1830-1.]

Whereas it is expedient to facilitate voluntary emigration, &c.

His Majesty may appoint three or more commissioners of emigration, and a secretary to such commissioners.

These commissioners to act under the instructions of one of the principal secretaries of state, and to report their proceedings twice a year, which reports are to be laid before parliament.

Any one or more person or persons, assessed to one-twentieth of the whole amount of the poor-rates of any parish in England or Wales, may convene a meeting of the rated inhabitants to meet in the vestry, to decide upon the propriety of applying to the commissioners to contract for carrying into effect the voluntary emigration to the colonies of any person or persons chargeable, or likely to become chargeable on the parish. The form of the requisition is prescribed (A). The overseer shall endorse the requisition and appoint the time and place of such meeting, which time cannot be sooner than one week or later than three after the receipt of the requisition.—The notice of such meeting to be read in the parish church, or chapel of such parish, and a copy of the requisition to be affixed to the church door.

A preparatory meeting to be holden, at such time and place, of the general or the select vestry (as the case may be), at which the question proposed in the requisition shall be put to the vote, when two-thirds of the persons present, or votes to the amount of one-half the assessed rates, shall make it pass in the affirmative.

When questions shall thus have passed in the affirmative, a book shall be opened to receive the names of any of the rated inhabitants, either as assenting to, or dissenting from, the proposition. Such book to be open fourteen days, exclusive of Sundays, and the result of the votes inscribed to be afterwards declared at a meeting of the general (or select) vestry. If a majority (to be ascertained on the principle of numbers or of the amount assessed) have assented, the question shall then pass definitively in the affirmative.

A minute of the proceedings at such preparatory and final meetings to be authenticated and laid before one of His Majesty's justices of the peace for the county, &c. Such justice to countersign the same and transmit a copy thereof to the commissioners of emigration.

A transcript of such copy, signed by the secretary of the commissioners, shall, upon proof of his signature, be sufficient proof of its contents in law.

The commissioners may contract with the parishes for the removal of emigrants, after a resolution to that effect has been passed by the vestry.

The form of such contracts prescribed (B.) to be signed by the secretary of the commissioners, and by some or one of the overseers of the parish, and by such of the persons willing to emigrate as are of the age of twelve years and upwards. Such persons to sign before a justice of the peace, who is himself to subscribe as a witness. Every contract to be signed in

triplicate; one part thereof to be recorded by the commissioners, another by the overseer of the parish, and the third to be delivered to one of the parties emigrating.

A certified copy of the contract, under the signature of the secretary, to be sufficient proof in law of the matters contained on the face of such contract.—Secretary to give copies thereof for a fee of sixpence, and no more.

The commissioners may contract with private persons for the removal, to any of His Majesty's possessions abroad, of emigrants from any part of Great Britain and Ireland, provided that the sum to be charged for carrying every such contract into effect be specified therein, and provided, also, security be given for the repayment of the monies to the crown within ten years. Form of contract prescribed (C.) No extent, or extent in aid, issuable against the lands, &c. of such surety, and such surety or sureties not to be deemed an accountant or accountants.

The lords commissioners of the treasury may take the necessary measures for executing such contracts.

The expenses of such emigration to be, in the first instance, defrayed out of monies to be advanced for that purpose by parliament.

His Majesty, in council, may make all the necessary subordinate regulations, to ascertain the voluntary nature of the emigration, to prevent the removal of infirm, weak, and sickly persons, or of children unattended by parents or other responsible persons; to prevent any parish being charged with the removal of such as have the means of removing themselves; for maintaining discipline on board emigrant vessels; for the protection of emigrants against frauds; for the economical and expeditious conveyance of such emigrants to the place of embarkation, and from the place of disembarkation to their ultimate destination; for their orderly settlement on new lands, and their employment as labourers and artisans in the colonies. Orders and regulations may be revoked, amended, renewed, &c. Such order to be laid before parliament.

The penalty for every violation of the before-mentioned regulations shall not exceed 10*l.* or imprisonment for any time not exceeding one calendar month, with or without hard labour, or both fine and imprisonment within the limits aforesaid; to be recovered and inflicted by summary process before any two or more justices of peace in any part of His Majesty's dominions.

The overseers of the poor to pay, within two , the sum by such contract agreed to be paid, out of the rates for the relief of the poor in the parish, when the emigration shall have taken place.

Persons returning from emigration, being of the age of 18 years or upwards at the date of the contract, are declared indebted to the overseers of their parish in a sum equal to the amount of the sum stipulated in such contract: said sum recoverable as money lent and advanced.

This act may be amended in the present session.

Every separate parish or township, or extra-parochial or other place, maintaining its own poor, deemed a *parish* within the meaning of the act, and every overseer or other officer, by law charged with providing for the poor therein, deemed the *overseer* or one of the *overseers*, as the case may be.

The powers, &c. of the commissioners shall continue for five years, and from thence until the end of the next session of parliament, and no longer, except so far as may be necessary to give effect to contracts incomplete.

XV.

Extract from the Third Report of the Select Committee on Emigration from the United Kingdom. The expediency of a pecuniary advance, in the nature of a loan, to facilitate a regulated system of Emigration.

Your committee, taking into consideration the evidence which they have received of the state of the population in Ireland, England, and Scotland, as well as the nature of the colonial evidence with respect to the success of the emigrations of 1823 and 1825, and the probability of future success, to which they will presently refer, are prepared distinctly to recommend a pecuniary advance, in the nature of a loan, for the purpose of facilitating emigration.

In order to show practically how such a loan might operate, your committee propose to state a *hypothetical* case of a loan advanced to the extent of 240,000*l.* in the year 1828-29; of 360,000*l.* in the year 1829-30; and of 540,000*l.* in the year 1830-31; in the aggregate 1,140,000*l.* These sums to be applied to the purpose of emigration, in the manner which your committee will proceed to describe.

The interest at four per cent. upon 1,140,000*l.* amounts to 45,600*l.*; the interest at five per cent. (that is, four per cent., with a sinking fund of one per cent), amounts to 57,000*l.*; but at the present price of the funds this annual interest would be less, as it is calculated on the presumption of the funds not being higher than 75. Your committee do not presume to suggest how an emigration loan (were it to be decided upon) should be raised, or when raised in what manner it should be charged; but for the purpose of bringing their proposition to a practical issue, let it be supposed that this sum of 1,140,000*l.* is raised in certain proportions during three successive years; namely, the first year commencing October 1828 and terminating in October 1829, the second year terminating in October 1830, the third year terminating in October 1831; and in the following proportions during each period:

Periods.	Capital to be raised.	Annual interest at 5 per cent., that is, 4 per cent., and a sinking fund of 1 per cent.
	£.	£.
First period . 1828-1829	240,000	12,000
Second do. . 1829-1830	360,000	18,000
Third do. . 1830-1831	540,000	27,000
	1,140,000	57,000

In this case, on or before October 1831, a capital will have been raised of 1,140,000*l.* Your committee now propose to suggest the manner in which this capital of 1,140,000*l.* might be applied for the purposes of emigration, and which may be conveniently illustrated by the following table:

Years.	Families of emigrants to be located.	Persons, allowing five to each family.	Capital necessary to effect their location at £60 for each family.	Amount of interest at 5 per cent., of which 1 per cent. is to form a sinking fund.
			£.	£.
1828-1829	4,000	20,000	240,000	12,000
1829-1830	6,000	30,000	360,000	18,000
1830-1831	9,000	45,000	540,000	27,000
	19,000	95,000	1,140,000	57,000

The transaction then will stand thus:—Let the consolidated fund be supposed to be charged with an outlay of 57,000*l.* for that period, which will enable a sinking fund of one per cent. to liquidate a loan of 1,140,000*l.*; on the other hand, if the annual payments by the emigrants, to which your committee will presently refer, be transferred to the account of the consolidated fund for the period of thirty years, the country will neither be a gainer nor a loser by this transaction, as a mere pecuniary transaction, inasmuch as supposing an equality of the rate of interest to pervade the period, the annuity received will be equivalent to the annual outlay from the consolidated fund. It may perhaps be observed, that the removal of 19,000 families would produce little effect in remedying the redundancy of any superabundant portion of the population in the mother country; and your committee feel that it would be extremely difficult, if not dangerous, to attempt to lay down, with any pretension to accuracy, the precise number of the population which it might be necessary to remove for such a purpose. The progress of the measure would furnish the best commentary upon that point; but under any circumstance it would be necessary to commence with comparatively small numbers, and to increase them progressively. The principle of increase in this hypothetical proposition is, that each succeeding year should carry out emigrants in the ratio of four, six, and nine, in other words, increasing in the proportion of one half, as compared with the number of the preceding year; and it appears to your committee, from *the necessity of food preceding population*, that whatever number may be selected for the experiment of the first *year*, the successive emigrations must be regulated by some principle of this nature. With respect to the numbers that might be sent in the first year, provided adequate means be taken for preparing for their reception, and provided that the expense of food, in consequence of their numbers, be not increased beyond the rate of the estimate, no necessary limitation would be prescribed. The loan suggested by your committee has reference to numbers which it would be clearly *practicable* to locate. The proposal, as involved in this hypothetical case, stands thus:—the first year, 4,000 families; the second, 6,000; the third, 9,000; making in the whole 19,000. If, after that period, parliament were disposed to carry on emigration in the same ratio, the number of families to be removed in progressive years would amount as follows: the fourth year, 13,500; the fifth year, 20,250; the sixth year, 30,375; the seventh year, 45,562; the eighth, 68,343; and if these sums be added together they will form an aggregate of 197,030 families, which, multiplied by 5, will give 985,150 individuals.

In this estimate no calculation is made for the casual, collateral, or unlocated emigration; although as an auxiliary circumstance, it will operate, together with regulated emigration, in lessening the redundant population to a considerable extent.

It appears, then, that for an annual outlay of 57,000*l.* for a limited period of years, nineteen thousand families may be located in the British North American Colonies; and if the principles laid down by your committee be correct in themselves, and duly acted upon in the selection of those 19,000 families or 95,000 persons, if those persons are in the strictest sense redundant labourers in the mother country, their abstraction will create no diminution of production, whereas their presence imposes upon the community a heavy annual expense, the extent of which it is difficult to analyse. This proposition therefore involves the location of 19,000 emigrant settlers, heads of families, consisting of five persons each; and it will be perceived, that if the following scale of progressive annuity and repayment, calculated in the case of a single head of a family, and spreading itself over a period of only thirty years, be realized, the 1,140,000*l.* will have been actually repaid; and the receipts of this thirty years' annuity will restore the capital advanced, together with 4 per cent. accruing interest upon that capital.

Year ending in October.	Amount to be received from one family located in 1828.	Amount to be received from the different sets of emigrants, forming 19,000 families, located in the space of three years. *Vide* preceding Table.			Aggregate amount of sums to be annually received in liquidation of the sums of
		First set of emigrants, 1828.	Second set of emigrants, 1829.	Third set of emigrants, 1830.	£. Year. 240,000 . 1828 360,000 . 1829 540,000 . 1830 1,140,000
	£. s. d.	£.	£.	£.	£.
1828 to 1829	...	...	...	...	...
1830	...	...	...	...	...
1831	0 10 0	2,000	...	...	2,000
1832	1 0 0	4,000	3,000	...	7,000
1833	1 10 0	6,000	6,000	4,500	16,550
1834	2 0 0	8,000	9,000	6,000	26,000
1835	2 10 0	10,000	12,000	13,500	35,500
1836	3 0 0	12,000	15,000	18,000	45,000
1837	3 10 0	14,000	18,000	22,500	54,500
1838	4 0 0	16,000	21,000	27,000	64,000
1839	4 10 0	18,000	24,000	31,000	73,500
1840	5 0 0	20,000	27,000	36,000	83,000
1841	5 0 0	20,000	30,000	40,500	90,500
1842	5 0 0	20,000	30,000	45,000	95,000
1843	5 0 0	20,000	30,000	45,000	95,000
1844	5 0 0	20,000	30,000	45,000	95,000
1845	5 0 0	20,000	30,000	45,000	95,000
1846	5 0 0	20,000	30,000	45,000	95,000
1847	5 0 0	20,000	30,000	45,000	95,000
1848	5 0 0	20,000	30,000	45,000	95,000
1849	5 0 0	20,000	30,000	45,000	95,000
1850	5 0 0	20,000	30,000	45,000	95,000
1851	5 0 0	20,000	30,000	45,000	95,000
1852	5 0 0	20,000	30,000	45,000	95,000
1853	5 0 0	20,000	30,000	45,000	95,000
1854	5 0 0	20,000	30,000	45,000	95,000
1855	5 0 0	20,000	30,000	45,000	95,000
1856	5 0 0	20,000	30,000	45,000	95,000
1857	5 0 0	20,000	30,000	45,000	95,000
1858	5 0 0	20,000	30,000	45,000	95,000
1859	5 0 0	20,000	30,000	45,000	95,000
1860	...	...	30,000	45,000	75,000
1861	...	...	...	45,000	45,000

The House will not fail to perceive, on reference to the above table, that at the end of three years, the 4,000 heads of families located in the first year will be called upon to pay 2,000*l.*; and upon the fact and facility of that payment will depend the probability of future annual payments being realized according to the scale proposed. In the fourth year the first set of emigrants will have to pay 4,000*l.*, and the second set 3,000*l.* and so on.

It will also be observed, that under this table the settler is not called upon to make any repayment until he has been actually located for the space of three years, reckoning 1828 as the year of his location. He is in 1831 to pay in money or produce the value of 10*s.*; and

each succeeding year an additional 10*s.*, until the annual payment amounts to 5*l.*, when it is to remain stationary and no longer to be paid in kind but in money. Your Committee propose that the emigrant should at all times have the option of redeeming the whole of his annual payment; but that he should also have four special opportunities of redeeming portions thereof. If he were to have at all periods the opportunity to redeem a portion, it might produce complexity in the accounts. He might be allowed to redeem one quarter, one-half, or three-fourths of this annuity payment at his own option, at the stated periods, and this permission would operate as a stimulus to his industry.

It is superfluous to remark that, in case of his non-redemption, the proposed scale of annual payments for thirty years will of course redeem the original 60*l.* advanced in his location.

XVI.

Average Estimate of the Expense of settling a Family, consisting of one Man, one Woman, and three Children, in the British North American Provinces; distinguishing the various Items of Expenditure.

Expenses of conveyance from the port of disembarkation to place of location							£10	0 0
Provisions, viz. rations for 15 months for 1 man, 1 woman and 3 children, at 1 lb. of flour and 1 lb. of pork for each adult, and half that quantity for each child, making 3½ rations per diem, pork being at 4*l.* per barrel and flour at 1*l.* 5*s.* per barrel							40	6 10
Freight of provisions to place of settlement							1	10 10
House for each family							2	0 0
IMPLEMENTS, ETC.								
4 Blankets				£0	14	0		
1 Kettle				0	5	10		
1 Frying-pan				0	1	3		
3 Hoes				0	4	6		
1 Spade				0	2	9		
1 Wedge				0	1	4		
1 Auger				0	2	2		
1 Pick-axe				0	2	0		
2 Axes				1	0	0		
Proportion of grindstone, whipsaw and cross-cut saw				0	14	0		
Freight and charges on ditto, 15 per cent.				0	10	2		
Sterling				3	18	0	(equal to currency)	4 6 8
Cow								4 10 0
Medicines and medical attendance								1 0 0
Seed corn							£0 1 6	
Potatoes, 5 bushels at 2*s.* 6*d.*							0 12 6	
								0 14 0
Proportion of the expense of building for the depôt								1 0 0
Ditto for clerks, issuers and surveyors to show the lots								1 5 0
60*l.* sterling is equal to								66 13 4

XVII.

Prospectus of the New Brunswick Company.

(From the Liverpool Courier, June 8th, 1831.)

The company has been formed with the view of purchasing extensive tracts of land in the Province of New Brunswick; of bringing those lands into cultivation by the labour of emigrants from Great Britain and Ireland; of facilitating the emigration of families, and of assisting them upon their landing and first settlement in the colony.

To accomplish these objects, it is proposed to raise a capital of 1,000,000*l.* by a distribution of 20,000 shares of 50*l.* each. No proprietor to hold less than 2 or more than 100 shares each. Each proprietor to pay 2*l.* per share upon becoming a subscriber, and a further sum of 3*l.* per share on executing the deed of settlement, or when called for by the directors within twelve months: further calls not to exceed 5*l.* per share in any one year.

As soon as the affairs of the company are sufficiently matured, it is intended to apply to the crown for a charter of incorporation.

The Province of New Brunswick contains vast tracts of fertile forest lands, watered by numerous rivers, for several of which tracts the company are in treaty; and they are enabled confidently to state, from information grounded on experience and acquired by persons practically acquainted with the province, that it not only produces all the kinds of green and white crops common to England, but that it is particularly well adapted for the culture of hemp and flax, with a climate perfectly congenial to British constitutions and habits, while it will at the same time require only a moderate share of the labour of able-bodied emigrants, with a small amount of capital, to bring the purchases contemplated by the company into a high state of cultivation. Nor is the experience by which they are influenced confined to the result of a few individual instances, as experiments have been made on a larger scale in establishing the New Bandon and Cardigan Settlements in New Brunswick, and by the Earl of Selkirk in the contiguous colony of Prince Edward's Island.

The Canada Company, whose lands are at a far greater distance from the parent state, and who have consequently had more inconveniency and expense to contend against, have fully realized the most sanguine expectations of the proprietors.

Indeed, the productiveness of the new settlements of Canada has awakened the curiosity and alarmed the jealousy of the Congress of the United States; yet, in agricultural resources, New Brunswick is by no means inferior to Canada, while it is far more conveniently situated for the importation of the necessaries required by an infant settlement, as well as for the exportation of its produce, New Brunswick being less distant from Great Britain than New York, and one-fourth nearer than any part of the United States where lands can be obtained by emigrants, while the ports in the Bay of Fundy are not closed by the ice in the winter.

The extent of the company's purchases will enable them to make suitable arrangements in this country, both with persons possessed of capital willing to emigrate, and with parishes or districts desirous of sending to the British Colonies their able-bodied paupers, for whom they

cannot find employment, and the relief of whose necessities presses so heavily on the interest of the United Kingdom. The company will be able to give *immediate* employment to able-bodied paupers in the opening of roads, clearing of lands, erecting of houses, mills, &c., it being *the want of such immediate employ which proves so distressing to emigrants on their first arrival.*

The company will afford every facility and assistance to officers of the military and naval service, and retired officers of the civil service, who, wearied under listless want of occupation, may be desirous to emigrate and settle in the British America for the purpose of increasing, by industry and exertion, their present incomes, and securing to their offspring a comfortable independence.

The company will have competent agents residing in New Brunswick to superintend their affairs, and a sufficient number of commodious and well appointed vessels will be provided to ensure the punctual fulfilment of all their engagements. A medical officer will accompany each vessel, and attend the emigrants until settled upon the lands to be assigned to them.

Under these circumstances, while the company can confidently hold out to the capitalist a secure and advantageous return for his investment, they can also justly claim the co-operation of the patriotic and humane, from the conviction that, by the aid of this company, parishes now burdened by a superabundant population may be relieved speedily and economically, and at the same time settlements essential to the British will be rising up to the north of the United States, calculated to be of important service to Great Britain in her political and commercial relations.

Another important advantage resulting to the public will be that of affording correct information to persons desirous of emigrating, thereby preventing the calamities which those invariably experience who are inveigled by a class of men who exist by plundering the unwary, and inducing them to emigrate in ill appointed and crowded ships, *merely for the gains of passage-money*, and whose frauds are not detected till it is too late to obtain redress.

Subscription books are now open for shares in the New Brunswick Company.

Resolved, that 3,000 shares having been already subscribed for, the managing directors shall have power to allot, among such applicants as they may deem eligible, any further number of shares, not to exceed 12,000, and the remaining 5,000 unappropriated shares shall be disposed of by the directors in such manner as in their opinion will best advance the objects of the company.

Applications for shares to be made to the managing directors at the banking-houses of Messrs. Fletcher, Roscoe, Roberts, and Co.; the Bank of Liverpool; and at the Office of Messrs. Lowndes and Robinson, Solicitors, Brunswick Street, where books are opened for that purpose, and all further information may be obtained by applying (if by letter post paid) to the managing directors at their office, 19, Water Street, Liverpool.

XVIII.

Duties on Goods imported into Great Britain from the Baltic, Holland, &c. 3 Geo. IV. ch. 44.

Ashes, pearl and pot					£0	6	0	per cwt.
Wood.—Balks, under 5 in. square and under 24 long	£18	2	7	per 120	0	3	0¼	per piece
Balks, under 5 in. sq. and above 24 feet long	27	0	0		0	4	6	
Battens, 6 feet and not exceeding 16 ft. 7 in. broad and 2¾ thick	10	0	0		0	1	8	
Battens, above 16 feet and not exceeding 21 feet	11	10	0		0	1	11	
Battens, exceeding 21 feet	20	0	0		0	3	4	
Battens, ends under 6 feet	3	0	0		0	0	6	
Battens, ends under 6 feet 7 in. broad and exceeding 2¾	6	0	0		0	1	0	
Deals, 6 feet long and not above 16, above 7 in. and not exceeding 3¼	19	0	0		0	3	2	
Deals, above 16 feet long and not above 21	22	0	0		0	3	8	
Deals, above 21 feet long and not above 45	44	0	0		0	7	4	
Deal ends under 6 feet, 7 in. broad by 3¼ thick	6	0	0		0	1	0	
Fire-wood, 6 feet wide and 6 high	0	19	0	per fathom				
Handspikes, under 7 feet	2	0	0	per 120	0	0	4	each
Handspikes, 7 feet and upwards	4	0	0	...	0	0	8	...
Knees of oak, under 5 in. square	0	10	0	...	0	0	1	...
Knees of oak, 5 in. and under 8	4	0	0	...	0	0	8	...
Knees of oak, 8 in. or upwards	1	6	0	50 c. feet	0	0	6¼	per foot
Lathwood, under 5 feet, 6 feet high by 6 wide	4	5	0	per fathom				
Lathwood, 5 feet and under 8, 6 feet high by 6 wide	6	16	0	...				
Lathwood, 8 feet and under 12, 6 feet high by 6 wide	10	4	0	...				
Masts, &c 6 in. and under 8 in. diameter	0	8	0	each				
Masts, &c. 8 in. and under 12 in. in diameter	1	2	0	...				
Oak plank, 2 in. thick or upwards, the load of 50 cubic feet	4	0	0		0	1	7¼	per foot
Oars	14	19	3	per 120	0	2	6	each
Spars, under 22 feet and under 4 in diameter	2	8	0	...	0	0	4¾	...
Spars, above 22 feet and under 4 in diameter	4	5	0	...	0	0	8½	...
Spars, above 4 in. and under 6 in diameter	9	0	0	...	0	1	6	...
Spokes for wheels, not exceeding 2 feet	3	7	4	per 1000				
Spokes for wheels, above 2 feet	6	14	8	...				
Staves, not exceeding 3 feet long, 7 in. broad by 3 in. thick	1	3	0	per 120	0	0	2¼	...
Staves, above 3 feet to 4 feet 2, 7 in. broad by 3 in. thick	2	6	0	...	0	0	4½	...
Staves, above 4 feet 2 to 5, 7 in. broad by 3 in. thick	3	0	0	...	0	0	6	...
Staves, above 5 feet to 6, 7 in. broad by 3 in. thick	4	4	0	...	0	0	8½	...
Staves, above 6 feet	4	16	0	...	0	1	1¼	...
Timber.—Fir, oak, and wainscot, 8 in. square and upwards	2	15	0	50 c. feet	0	1	1¼	per foot

FROM BRITISH AMERICA.

WHEAT, per quarter						£0	5	0
WOOD.—Balks, under 5 in. square, under 24 long	£3	5	0	per 120		0	0	6½ each
Balks, under 5 in. square, 24 feet long or upwards	4	17	6	...		0	0	9¾ ...
Battens, 7 in. by 2¾, 6 to 16 feet	1	0	0	...		0	0	2 ...
Battens, 7 in. by 2¾, 16 to 21 feet	1	3	0	...		0	0	2½ ...
Battens, 7 in. by 2¾, 21 feet and upwards	2	0	0	...		0	0	4 ...
Batten ends, 7 in. by 2¾, and under 6 feet	0	7	6	...		0	0	0¾ ...
Batten ends, 7 in. and above 2¾ and under 6 feet	0	15	0	...		0	0	1½ ...
Deals, above 7 in. by 3¼, 6 to 16 feet long	2	0	0	...		0	0	4 ...
Deals, above 7 in. by 3¼, 16 to 21 feet long	2	10	0	...		0	0	5 ...
Deals, exceeding 21 feet long, above 7 in. broad and not exceeding 4 in. thick	5	0	0	...		0	0	10 ...
Deals, above 7 in. by 3¼, 6 to 21 feet long	4	0	0	...		0	0	8 ...
Deal ends, above 7 in. by 3¼ and under 6 feet long	0	15	0	...		0	0	1½ ...
Deal ends, upwards of 3¼	1	10	0	...		0	0	3 ...
Fire-wood, 6 feet wide and 6 feet high	0	0	10	per fathom				
Handspikes, under 7 feet	0	2	6	per 120		0	0	0½ ...
Handspikes, 7 feet or upwards	0	5	0	...		0	0	0¼ ...
Knees of oak, under 5 in. square	0	2	0	...				
Knees of oak, 5 in. and under 8 in. square	0	15	0	...		0	0	1½ ...
Knees of oak, 8 in. square and upwards	0	5	0	50 c. feet				
Lathwood, under 5 feet, 6 feet high by 6 wide	0	15	0	per fathom				
Lathwood, above 5 feet and 6 by 6	1	5	0	...				
Masts, 6 in. and under 8 in. in diameter	0	1	6					
Masts, 8 in. and under 12 in. in diameter	0	4	0	...				
Oak plank, 2 in. thick or upwards	0	15	0	per 50 feet		0	0	1½ per foot
Oars	0	19	6	per 120		0	0	2 each
Spars, under 22 feet and under 4 in. in diameter	0	9	0	...				
Spars, above 22 feet and under 4 in. in diameter	0	16	0	...				
Spars, above 22 feet and under 6 in. in diameter	1	15	0	...		0	0	3½ ...
Spokes for wheels	0	6	4	per 1000				
Staves, not exceeding 3 feet long, 7 in. broad by 3½ thick	0	2	0	per 120				
Staves, 3 to 4 feet long, 7 in. broad by 3½ thick	0	4	0	...				
Staves, 4 to 5 feet long, 7 in. broad by 3½ thick	0	6	0	...				
Staves, 5 to 6 feet long	0	8	0	...				
Staves, 6 feet and upwards	0	10	0	...				
TIMBER.—Fir and oak	0	10	0	per 50 c. feet				

XIX.

Port of St. John, New Brunswick.

IMPORTS IN THE YEAR 1827.						EXPORTS IN THE YEAR 1827.					
Estimated Value in Currency.						Estimated Value in Currency.					
From Great Britain.	British Colonies.		United States of America.	Foreign States.	Total.	To Great Britain.	British Colonies.		U. States of Amer.	Foreign States.	Total.
	West Indies.	North Amer.					W. Ind. and Afri.	North Amer.			
£	£	£	£	£	£	£	£	£	£	£	£
194857	47398	133914	101182	1546	478897	186919	73785	71642	5600	3986	307739

SHIPS INWARDS.

	No.	Tons.	
From Great Britain	383	113131	
British Colonies	1156	66402	
United States	115	14259	
Foreign States	5	1317	
Total	1659	195109	Men, 9886

SHIPS OUTWARDS.

	No.	Tons.	
To Great Britain	391	130997	
British Colonies	1096	60802	
United States	100	11382	
Foreign States	3	365	
Total	1590	203546	Men, 11311

The following Ships and Vessels, with their Tonnage, built within the Port and District of St. John, New Brunswick, in the year 1827.

77	Ships and Vessels, measuring	16323 Tons
17	Ships and Vessels, built in Nova Scotia, for owners at this Port	3774
Total 94		20097

XX.

List of the Prices of Land, Produce, and other various Articles of common Consumption in Prince Edward's Island.

	£	s.	d.		£	s.	d.
Land (woodlands) to buy, per acre	0	5	0	to	2	0	0
To take on lease for 999 years, rent per acre	0	1	0		0	2	0
A good horse	20	0	0		30	0	0
Serviceable ditto, for farmer's work	10	0	0		18	0	0
Foal, five or six months old	3	0	0		6	0	0
A yoke of oxen	10	0	0		18	0	0
A cow	4	10	0		7	0	0
A calf three or four months old	0	12	0		1	0	0

	£	s.	d.	£	s.	d.
A wether sheep	0	12	0	0	15	0
An ewe and lamb in the spring	0	15	0	0	18	0
Turkeys	0	2	6	0	3	0
Stubble geese	0	2	0	0	2	6
Ducks	0	0	10	0	1	3
Fowls	0	0	6	0	0	10
Fresh beef, per lb.	0	0	2½	0	0	4½
Veal, per lb.	0	0	2½	0	0	5
Butter, per lb.	0	0	8	0	1	6
Flour, per lb.	0	0	2	0	0	3
Wheat, per bushel	0	4	0	0	6	0
Barley, per bushel	0	2	6	0	3	0
Oats, per bushel	0	1	3	0	2	0
Rum, per gallon	0	4	0	0	5	0
Brandy, per gallon	0	8	0	0	9	0
Hollands, per gallon	0	6	0	0	8	0
Madeira, per gallon	0	10	0	0	15	0
Port, per gallon	0	10	0	0	12	0
Tea, per lb.	0	5	0	0	7	0

XXI.

Prince Edward's Island.

Copy of a Letter from Mr. Richard Yates to His Excellency the Lieutenant-Governor.

Charlotte Town, 28th May, 1827.

Richard Yates's respectful compliments to his Excellency the Lieutenant-Governor, begs to state, from a hasty calculation, also from other information, he thinks the under-mentioned is a tolerable near account of the surplus produce, as may be expected any fair year under present circumstances, viz.

100,000 bushels of potatoes,
17,000 bushels of oats as meal,
2,500 bushels of barley as meal,
1,000 bushels of wheat as flour.

Report of Prince Edward's Island, as directed by the Right Honourable the Principal Secretary of State.

Prince County.—467,000 acres, divided into 23 townships; quit rent 2*s.* per 100 acres per annum. Township No. 15 revested in the crown in the year 1818. Terms prescribed by his Majesty's royal instructions, in the proportion of one settler to every 200 acres; the county in general containing an equal proportion of good and indifferent land.

King's County.—412,000 acres, divided into 21 townships; quit rent 2*s.* per 100 acres per annum. Township No. 55 revested in the crown in the year ; on which the quit rent is 6*s.* per 100 acres.

Queen's County.—486,400 acres, divided into 23 townships; quit rent 2*s.* per 100 acres per annum. Terms the same as above.

Charlotte Town and Royalty and Common.—7,300 acres; Charlotte Town divided into hundreds, containing 496 town lots, 21 water lots, 45 of which do not appear on record. Royalty containing 592 lots of 12 acres each, 90 of which do not appear on record; 35 common lots of 12 acres each, two of which do not appear on record. Quit rent on town lots 7*s.* per annum; pasture lots 3*s.* per annum. 151 town lots granted within the last 20 years, 16 water lots, 187 pasture lots, 2 common lots. Terms prescribed by grants on town lots, to build a house, 16 feet by 12; and pasture lots, to clear three acres previous to obtaining a grant and pay the annual quit rent.

George Town and Royalty.—4,000 acres; George Town divided into 12 ranges, containing 192 town lots, of which 163 do not appear on record. Royalty containing 405 lots of eight acres each, 377 of which do not appear on record. Quit rent on town lots 5*s.* per annum, pasture lots 2*s.* per annum. Three town lots granted within the last 20 years; five pasture lots. Terms the same as above.

Prince Town and Royalty.—4,000 acres, divided into 38 rows, containing 306 town lots, of which 228 do not appear on record. Royalty containing 346 lots of eight acres each, 124 of which do not appear on record. Quit rent of town lots 5*s.* per annum, pasture lots 2*s.* per annum. Granted within the last 20 years five town lots, 53 pasture lots. Terms the same as above.

(Signed) J. E. CARMICHAEL,
Col. Secretary.

Lots granted within the last twenty Years.

Charlotte Town		151 lots.
George Town		3 do.
Prince Town		5 do.
		159
Town lots		159
Water lots		16
Total of town and water lots		175
Charlotte Town	187 pasture lots,	
	2 common lots,	
	189	
George Town	5 pasture lots,	
Prince Town	53 pasture lots,	
	247 total of pasture and common lots.	

RECAPITULATION.

Acres.	
467,000	Prince's County,
412,000	King's County,
486,400	Queen's County,
7,300	Charlotte Town and Royalty,
4,000	George Town and Royalty,
4,000	Prince Town and Royalty,
1,380,700	total.

Return of the Acting Surveyor-General of Prince Edward's Island to Colonel Cockburn.

Office of the Surveyor-General, Prince Edward's Island.

It appears by the office plans of townships, No. 55 and No. 15, that the following number of acres are held by grant, and also by licence of occupation, as ordered by the Secretary of State, shortly after these townships were revested in the crown.

	Acres.
Township, No. 55, granted . .	5,000
Ditto, under lease . . .	600
	5,600

The township contains 20,000 acres, which leaves 14,400 acres in the crown.

	Acres.
Township, No. 15, granted . .	1,200
Ditto, under licence of occupation .	6,700
	7,900

The township contains 20,000 acres, which leaves 12,100 in the crown.

(Signed) J. E. CARMICHAEL,
Acting Surveyor-General.

XXII.

Emigration.

The following communication is from the Quebec Star, conveying some correct views in furtherance of the plan of *employing emigrants in the colonies.* We insert it as an useful appendage to our Chapter on Emigration.

As connected with the subject of the settlement of the waste lands in this vicinity, it is rather surprising that no person has as yet adverted to the advantages in that point of view that might be derived from the works now carrying on upon Cape Diamond.

It is not to be questioned that the city and trade of Quebec have reaped very considerable advantages from the annual expenditure on the fortifications. But it appears to me that other and perhaps still more beneficial results might be obtained—it is to be feared that no small proportion of the wages of labour earned on the Cape has been distributed among the rum sellers, which with a little precaution might be diverted to very much better purposes.

To the good effects arising from this great distribution of public money, the corresponding evil is that it is the indirect cause of greatly augmenting the number of paupers dependant upon charitable contributions during the winter months.

Of the vast influx of emigrants during the summer months, it may be observed that few if any remain in this part of the province, excepting such as possess neither the persevering spirit or industrious habits required to enable a man to succeed as a new settler in the woods.—The opportunity of obtaining a precarious supply from comparatively easy labour during the summer months at Quebec, is a bait too enticing to be resisted by those who have not the fortitude if

they even were possessed of the means of encountering the hardships and privations that must be endured by all those who are in search of independence in the forests. The question of how they are to be provided for during the five long and unproductive months of winter is one that never once entered into the calculation of persons who have unhappily been too well acquainted with the trade of paupers to shrink from its exercise in a new land.

The natural consequence arising from this state of affairs is that the inhabitants of Quebec are saddled during the winter months with a fearful addition to the ordinary number of local poor, that have to be provided for at a season of the year when it becomes peculiarly burthensome.

It is at all times much easier to point out evils than to propose remedies that upon trial will be found to operate as a cure. I cannot pretend to suggest such means as would entirely obviate the difficulties existing from the circumstances stated, but I think that these may be very much lessened, and the way opened to future ameliorations in the system by a very simple measure, resting entirely at the discretion of the officer at the head of the department connected with the employment of labourers and artificers upon the work now carrying on upon the Cape.

The means I should respectfully propose would be that of reserving a portion of the daily wages of the persons employed on these works as a fund for their future subsistence.

The industrious and saving would most readily agree to the proposition, while the idle and dissipated, on the other hand, will most probably dislike it, and be thereby deterred from remaining in Quebec; the public works would be benefited by having at their command an incomparably better set of labourers, while the public would be relieved from the burden of maintaining a set of worthless paupers for nearly one half of the year.

But it is not sufficient barely to save the money for future aid to these persons; means should be also adopted to employ it so as to become of permanent benefit to themselves and families, and what is perhaps of nearly equal importance, of substantial advantage to the improvement and prosperity of the province.

A few, and only a very few of the labourers hitherto employed on the Cape have had the foresight to place a portion of their summer earnings in the Savings Bank, but as this has invariably been withdrawn in winter, the labourer still remains in the same state of dependence upon labour in towns; he can permanently save nothing; old age, sickness, or death finds him equally unprepared to encounter extraordinary expenses, and leaves his family to be supported by public charity.

A common labourer can only have one road to permanent future subsistence, that of laying out his small savings upon a farm. The labourers in Quebec have the great advantage offered of being enabled to obtain lands at less than a day's journey distance from their work. Under existing circumstances it might not be advisable to delay the execution of the plan proposed until grants of government lands could be obtained, and the forms gone through to open them for immediate improvement. Great quantities of uncultivated lands are in the possession of individuals anxious to settle them; in the near neighbourhood of this city, on the north side, I may instance the townships of Stoneham and Tewkesbury, the seigniories of St. Gabriel, Faussembault and Beauport. On the south side are the townships of Frampton, Stanstead and Buckland, and the townships on Craig's Road, also the seigniory of St. Giles; any quantity of lands may be had in these places at small rents. What I would propose, that no labourer should be admitted into the government employ but such as were anxious to become agriculturists, and willing to save a portion of their wages to prepare their farms for future support.

These labourers should be allowed three days to visit such places in the vicinity as they might be inclined to prepare as a place of future settlement, and to select the lots of land they might wish to obtain. They should be obliged to point out some respectable person residing upon the spot, or interested in the settlement, to receive the amount of their saving and lay it out agreeably to an approved plan; these persons may be required to give security for the proper expenditure of the money intrusted to them.

I should propose that each labourer should be obliged to devote the sum of 4*s*. per week, to be expended upon improvements on his location as follows, viz.:

One and a half arpents of land to be cut down, burned off and made ready for the hoe, in the course of the summer months, would cost	£3	0	0
Proportion of a log-house, calculated to accommodate three families, during the first winter	0	15	0
Proportion of rent of a stove	0	3	4
12 minots of seed potatoes to be delivered the settler in the month of May following	0	15	0
	£4	13	4

Allow each labourer an average of 24 weeks' work on the Cape during the season, this, at 4*s*. per week, would cover the aforesaid expenditure.

The labourer would save house rent and fuel for the winter, which form heavy items on his list of absolute necessaries in towns. The succeeding year he would have the land prepared and seed sufficient to furnish his family with potatoes for the ensuing season, and would moreover in all probability be enabled during the winter to cut down four or five acres more for grain crops. In short, the foundation of his future independence would be laid, and the stimulus given to his exertions would, by opening prospects of future provision for himself and family, act in the most powerful way upon his habits of industry and economy. In most instances he might be permitted with all safety to dispose of his earnings as he pleased after the first season; the advantage of two years' labour in the public works would be sufficient to make him independent for life, an useful member in the community, and an addition to the stock of public wealth; the city of Quebec would be greatly relieved from the burden of pauperism, and by withdrawing a very considerable portion of the funds now expended in rum shops, the public morals improved and crime lessened.

This communication is hastily written; but the objects recommended appear to me susceptible of being so very easily adopted and put into execution, that they require only to be named in order to be fully understood. If the hints I have thrown out are so fortunate as to attract any favourable attention in the proper quarter, I shall most willingly furnish any other details that may be deemed necessary.

PUBLICOLA.

THE END.

London: printed by Thomas Davison, Whitefriars.

Table of Post Towns, in the British Provinces in NORTH AMERICA,

ON THE MAIN POST ROUTE;

to which Letters may be conveyed by the Post, with the Distances & the Rates of Postage for a single Letter in

HALIFAX CURRENCY.

Constructed by

F. A. Stayner Esq. Dy Post-Master General in 1829.

A

Five times a Week

| | | |

Ex Libris
NORTH AMERICA
Carnegie Library
Pittsburgh, Pa.

TABLE of the POST TOWNS on the Bye and Cross Routes in the CANADAS with the DISTANCES and the RATES of POSTAGE for a Single Letter in *HALIFAX CURRENCY, BY F.A. STAYNER, ESQ.*[re] Dep.[y] Post Master General in 1829.

N.B. As Quebec is the only Office in direct communication with Nova Scotia & New Brunswick, all Letters for those Provinces must be mailed for Quebec tho' the Postage thro' the whole Route may be paid at the office where they are first posted.

Nº.1.

Post leaves Quebec every Tuesday at Noon

Route below QUEBEC including NOVA SCOTIA and NEW BRUNSWICK

Quebec								
0 7½ 34	St. Thomas — Letters for this place must be post paid							
6 3½ 54	6 4½ 20	St. Jean Port Joli						
0.7 69	0.4½ 35	0.4½ 15	St. Roc					
0.7 78	0.4½ 44	0.4½ 24	0.4½ 9	Riviere Oreille				
0.7 90	0.4½ 56	0.4½ 36	0.4½ 21	0.4½ 12	Kamouraska			
0.9 108	0.7 74	0.4½ 54	0.4½ 39	0.4½ 30	0.4½ 18	Riviere du Loup en Bas	} Letters for these places must be post paid	
0.9 111	0.9 110	0.7 90	0.7 75	0.7 66	0.4½ 54	0.4½ 36	Lake Temisquata	}

From Three Rivers every Tuesday at ½ o'Clock P.M.

Nº.2.

To the EASTERN TOWNSHIPS & U.[p] STATES via THREE RIVERS

Halifax									
L.8[d] 700	Quebec								
L.10 790	0 7[d] 90	Three Rivers							
110 800	0.7 100	0.4½ 10	Nicolet						
2.1 812	0.9 112	0.4½ 22	0.4½ 12	La Baye called Baie St. Antoine	} To Yamaska 15 miles To W.[m] Henry 27 miles				
2.1 834	0.9 134	0.4½ 44	0.4½ 34	0.4½ 22	Drummondville				
2.1 858	0.9 158	0.7 68	0.4½ 58	0.4½ 46	0.4½ 24	Richmond L.C.			
2.1 885	0.9 185	0.7 95	0.7 85	0.7 73	0.4½ 52	0.4½ 37	Sherbrooke		
2.1 898	0.9 198	0.9 108	0.7 98	0.7 86	0.7 64	0.4½ 40	0.4½ 13	Compton	
2.3 905	0.11 205	0.9 115	0.9 105	0.7 93	0.7 71	0.4½ 47	0.4½ 20	0.4½ 7	Hatley
2.3 929	0.11 229	0.9 129	0.9 119	0.9 107	0.7 85	0.7 61	0.4½ 34	0.4½ 21	0.4½ 14	Stenstead — To U. States

To & from Montreal once P.[r] Week.

Nº.3.

From Montreal to Chambly & St. Johns there is another Post twice a Week

To the EASTERN TOWNSHIPS & U.[p] STATES via MONTREAL

Halifax										
L.8[d] 700	Quebec									
2 2[d] 880	0.9 180	Montreal								
2.1 898	0.9 198	0.4½ 18	Chambley — A post to St. Johns &c 12 Miles — See Nº. 9							
2.3 923	0.11 223	0.4½ 33	0.4½ 15	St. Cesaire						
2.3 949	0.11 249	0.4½ 39	0.4½ 22	0.4½ 6	Abbotsford (late Yamaska) Mountain)					
2.3 958	0.11 258	0.4½ 48	0.4½ 30	0.4½ 15	0.4½ 9	Granby				
2.3 972	0.11 272	0.7 62	0.4½ 44	0.4½ 29	0.4½ 23	0.4½ 14	Shefford			
2.3 984	0.11 284	0.9 104	0.7 86	0.7 71	0.7 65	0.4½ 56	0.4½ 42	0.4½ 23	Stanstead — To United States	

To & from Montreal once P.[r] Week.

Nº.4.

From Montreal 3 times P.[r] Week in Summer & twice in Winter

OTTAWA ROUTE (via) MONTREAL

Halifax												
L.8[d] 700	Quebec											
2 2[d] 880	0 9[d] 180	Montreal										
2.3 902	0.11 202	0.4½ 22	St. Eustache									
2.3 925	0.11 225	0.4½ 45	0.4½ 24	St. Andrews								
2.3 928	0.11 228	0.4½ 48	0.4½ 27	0.4½ 3	Chatham							
2.3 940	0.11 240	0.4½ 60	0.4½ 39	0.4½ 15	0.4½ 12	Grenville — A post to Hawkesbury over the River 2 miles — See Nº. 5						
2.3 970	0.11 270	0.7 90	0.7 69	0.4½ 45	0.4½ 42	0.4½ 30	Petite Nation					
2.5 1003	2.2 303	0.9 123	0.9 102	0.7 78	0.7 75	0.4½ 63	0.4½ 33	By Town				
2.5 1004	2.2 304	0.9 124	0.9 103	0.9 79	0.7 76	0.7 64	0.4½ 34	0.4½ 1	Hull	} A post to March 12 miles & to Richmond 21 miles twice P.[r] Week. Also to Brockville — See Nº. 11		

Nº.5.

Once P.[r] Week

To GLENGARY TOWNSHIP — via HAWKESBURY and CORNWALL

Halifax									
L.8[d] 700	Quebec								
2 1[d] 880	0 8[d] 180	Montreal							
2.3 942	0.11 242	0.7 62	Hawkesbury — A Post to L'orignal 6 miles						
2.3 956	0.11 256	0.7 76	0.4½ 14	Lochiel					
2.3 963	0.11 263	0.7 83	0.4½ 21	0.4½ 7	Alexandria				
2.3 979	0.11 279	0.7 99	0.4½ 37	0.4½ 23	0.4½ 10	Martintown	} Letters from Halifax Quebec and Montreal for these places, should go by the River St. Lawrence Route.		
2.3	0.11	0.7	0.4½ 50	0.4½ 36	0.4½ 29	0.4½ 13	Cornwall	}	

Twice P.[r] Week

Nº.6.

To TERREBONNE via MONTREAL

Halifax			
L.8[d] 700	Quebec		
2.1 880	0.9 180	Montreal	
2.1 895	0.9 195	0.4½ 15	Terrebonne

To Swanton in Summer Once P.[r] Week: in Winter 3 times

Nº.7.

To SWANTON &c. UNITED STATES — from MONTREAL

Halifax								
L.8[d] 700	Quebec							
2.1 880	0.9 180	Montreal						
2.1 889	0.9 189	0.4½ 9	Laprairie					
2.3 907	0.11 207	0.4½ 27	0.4½ 18	St. Johns	A post to Isle aux Noix 13 miles twice a Week — See Nº. 9			
2.3 920	0.11 220	0.4½ 40	0.4½ 31	0.4½ 13	Henryville	} A bye post to Frelighsburgh 12 miles		
2.3 930	0.11 230	0.4½ 50	0.4½ 41	0.4½ 23	0.4½ 10	Phillipsburg	} Chena to Dunham 6 miles	
2.3 937	0.11 237	0.4½ 57	0.4½ 48	0.4½ 30	0.4½ 17	0.4½ 7	Swanton United States	

During the summer the Mails for New York go by Steam Boats from St. Johns & are made up at Montreal 3 times P.[r] Week

To & from Montreal Once P.[r] Week.

Nº.8.

To SAINT OURS via BOUCHERVILLE &c.&c.

Halifax								
L.8[d] 700	Quebec							
2.1 880	0.9 180	Montreal						
2.1 897	0.9 187	0.4½ 7	Boucherville					
2.1 895	0.9 195	0.4½ 15	0.4½ 8	Varrennes				
2.1	0.9	0.4½ 22	0.4½ 15	0.4½ 7	Vercheres	} Letters between these places & Halifax and Quebec should be sent Via W.[m] Henry being the shortest route		
2.1	0.9	0.4½ 31	0.4½ 24	0.4½ 16	0.4½ 9	Contre Coeur	}	
2.1	0.9	0.4½ 45	0.4½ 38	0.4½ 30	0.4½ 23	0.4½ 14	St. Ours	}

Twice P.[r] Week.

Nº.9.

From WILLIAM HENRY up the RIVER RICHELIEU

Halifax													
L.8[d] 700	Quebec												
2 3[d] 835	0 8[d] 135	Berthier											
2.1 840	0.9 140	0.4½ 5	William Henry — A post to Yamaska 12 miles										
2.1 852	0.9 152	0.4½ 17	0.4½ 12	St. Ours — To Contre Coeur &c — See Nº. 5									
2.1 859	0.9 159	0.4½ 24	0.4½ 19	0.4½ 7	St. Denis								
2.1 865	0.9 165	0.4½ 30	0.4½ 25	0.4½ 13	0.4½ 6	St. Charles — A post to St. Hyacinthe 14 miles							
2.1 872	0.9 172	0.4½ 37	0.4½ 32	0.4½ 20	0.4½ 13	0.4½ 7	St. Hilaire						
2.1 886	0.9 186	0.4½ 51	0.4½ 46	0.4½ 34	0.4½ 27	0.4½ 21	0.4½ 14	Chambley — United with a line from Montreal — See Nº. 3					
2.1 898	0.9 198	0.7 63	0.4½ 58	0.4½ 46	0.4½ 39	0.4½ 33	0.4½ 26	0.4½ 12	St. Johns — D.º — D.º — Nº. 7				
2.3 911	0.11 211	0.7 76	0.7 71	0.4½ 59	0.4½ 52	0.4½ 46	0.4½ 39	0.4½ 25	0.4½ 13	Isle aux Noix			

Letters for these places from Quebec & Halifax, must be sent (via) Montreal — Vide Nº. 3 and 7

J. & C. Walker, Sculp.[r]

N.º10.

To LA CHINE across the RIVER St. LAWRENCE

Halifax £ s d 1.8 700	Quebec	
2.1 880	0.9 180	Montreal
2.1 889	0.9 189	0.4½ 9 — La Chine
2.1 896	0.9 196	0.4½ 16	0.4½ 7 — Chateauguay
2.3 905	0.11 205	0.4½ 25	0.4½ 16	0.4½ 9 — Beauharnois

Once p.r Week between La Chine and Beauharnois

N.º11.

Cross Route from the St. LAWRENCE to the OTTAWA via BROCKVILLE & HULL

Post from Brockville to Perth twice a Week & from Perth to Richmond once & from Perth to Lanark once.

Halifax £ s d 1.8 700	Quebec	
2.5 1023	1.2 323	Brockville — A Post to Bastard 26 Miles
2.5 1034	1.2 334	0.4½ 11 — Stones Corner (No Office) — to Bastard 15 Miles
2.5 1065	1.2 365	0.4½ 42	0.4½ 31 — Perth — A Post to Lanark 15 Miles
2.5 1080	1.2 380	0.4½ 57	0.4½ 46	0.4½ 15 — Franktown (No Office)
2.5 1092	1.2 392	0.7 63	0.4½ 58	0.4½ 27	0.4½ 12 — Kilmarnock
2.5 1098	1.2 398	0.7 75	0.7 64	0.4½ 33	0.4½ 18	0.4½ 6 — Merrickville
2.5 1097	1.2 397	0.7 74	0.7 63	0.7 32	0.4½ 17	0.4½ 29	0.4½ 35 — Richmond
2.5	1.2	0.7 95	0.7 84	0.4½ 53	0.4½ 38	0.4½ 50	0.4½ 56	0.4½ 21 — Hull & By Town

There is an Appearance of inaccuracy in some parts of this Table (N.º11) which does not actually exist, the distance from place to place being properly calculated as the Couriers Travel.

A Post twice p.r Week to & from Richmond

N.º12.

From BATH U.C. to PRINCE EDWARDS COUNTY

Once p.r Week.

Halifax £ s d 1.8 700	Quebec	
2.5 1097	1.2 397	Bath
2.7 1106	1.4 406	0.4½ 9 — Fredericksburg
2.7 1111	1.4 411	0.4½ 14	0.4½ 5 — Adolphus Town
2.7 1118	1.4 418	0.4½ 21	0.4½ 12	0.4½ 7 — Picton — A Bye Post to Demoustville 10 Miles
2.7 1134	1.4 434	0.4½ 37	0.4½ 28	0.4½ 23	0.4½ 16 — Hillier
2.7 1144	1.4 444	0.4½ 47	0.4½ 38	0.4½ 33	0.4½ 26	0.4½ 10 — Murray
2.7 1149	1.4 449	0.4½ 52	0.4½ 43	0.4½ 38	0.4½ 31	0.4½ 15	0.4½ 5 — River Trent

N.º13.

From YORK NORTH or YONGE STREET

Twice p.r Week.

Halifax £ s d 1.8 700	Quebec	
2.9 1256	1.6 556	York
2.9 1268	1.6 568	0.4½ 12 — Thornhill — A Bye Post to Markham 10 Miles
2.9 1286	1.6 586	0.4½ 30	0.4½ 18 — Newmarket

N.º14.

From ANCASTER – Westward – Twice a Week

Halifax £ s d 1.8 700	Quebec				
£ s d 2.1 880	£ s d 0.9 180	Montreal			
2.5 1079	1.2 379	0.9 199	Kingston		
2.9 1256	1.6 556	1.2 376	0.9 177	York	
3.0 1304	1.8 604	1.4 424	0.11 225	0.4½ 48	Ancaster — See Hamilton Table A.
3.0 1322	1.8 622	1.4 442	0.11 243	0.7 66	0.4½ 18 — Brantford — A Bye Route to Vittoria &c. See N.º15
3.0 1332	1.8 632	1.4 452	0.11 253	0.7 76	0.4½ 28	0.4½ 10 — Burford
3.0 1359	1.8 659	1.4 479	0.11 280	0.9 103	0.4½ 55	0.4½ 37	0.4½ 27 — Oxford
3.0 1387	1.8 687	1.6 507	1.2 308	0.9 131	0.7 83	0.7 65	0.4½ 55	0.4½ 28 — London — A Bye Route to Port Talbot N.º16
3.0 1398	1.8 698	1.6 518	1.2 319	0.9 142	0.7 94	0.7 76	0.7 66	0.4½ 39	0.4½ 11 — Delaware
3.2 1450	1.10½ 750	1.6 570	1.2 371	0.9 194	0.9 146	0.9 128	0.9 118	0.7 91	0.7 63	0.4½ 52 — Raleigh
3.4 1502	2.1 802	1.8 622	1.4 423	0.11 246	0.9 198	0.9 180	0.9 170	0.9 143	0.9 115	0.9 104	0.4½ 52 — Sandwich
3.4 1518	2.1 818	1.8 638	1.4 439	0.11 262	0.11 214	0.9 196	0.9 186	0.9 159	0.9 131	0.9 120	0.7 68	0.4½ 16 — Amherstburg

N.º15.

To WATERFORD, VITTORIA &c. &c. via BRANTFORD

Once p.r Week

Halifax £ s d 1.8 700	Quebec			
3.0 1304	1.8 604	Ancaster		
3.0 1322	1.8 622	0.4½ 18	Brantford — See Table 14	
1338	638	0.4½ 34	0.4½ 16	Waterford
3. 1346	646	0.4½ 42	0.4½ 24	0.4½ 8 — Simcoe
3.0 1352	652	0.4½ 48	0.4½ 30	0.4½ 14	0.4½ 6 — Vittoria

N.º16.

To SAINT THOMAS & PORT TALBOT

Twice p.r Week

Halifax £ s d 1.8 700	Quebec			
1304	604	Ancaster		
1387	687	83	London — See Table N.º14	
1404	704	100	17	St. Thomas
1414	714	110	27	10 — Port Talbot

N.º17.

To GALT & GUELPH via DUNDAS

Twice p.r Week

Halifax				
700	Quebec			
1300	601	Dundas		
1320	620	19	Galt	
1336	636	35	16	Guelph

J. & C. Walker Sculp.t

No. 3.

A Table showing the Latitudes and Longitudes of Headlands, &c. on the Coasts of North America, Newfoundland, and Bermuda, from a series of Observations made on the spot, in the years 1828, 1829 *and* 1830, *by Mr. John Jones, Master, and Mr. Horatio Jauncey, Mate, of H. M. Ship Hussar, and other Officers of the Squadron;—Halifax being considered as the Meridian.*

Place of Observation.	Latitude north.	Longitude west of Greenwich.	Variation westerly.
NOVA-SCOTIA AND GULF OF ST. LAWRENCE.			
Halifax, Naval-Yard, [Meridian]	44 39 26 2	63 37 48	17 10 30
Maugher's Beach [Lighthouse]	44 36 2	- - -	
Sambro Lighthouse	44 26 17	63 35 16 2	16 45
Shut-in-Island, south-west end	44 36 35	63 17 48	
Jedore Head	44 40 5	63 5 10 5	
Tangier Island [off Tangier Harbour]	44 44 28	62 41 7 5	
Outer Beaver Island, [south-east point]	44 48 24	62 21 43	
Green Island, [country harbour, south point]	45 4 55	61 34 49 5	
Berry Head, [near Torbay]	45 10 44 3	61 21 9	
White Head, [off White Haven]	45 10 17	61 9 49 5	
Canso Lighthouse	45 19 33	60 58 30	
Eddy Point, [Gut of Canso]	45 30 25	61 16 54	
Cape St. George, [ditto]	45 51 22	61 55 12	
Pictou Island, [south side]	45 47 52	62 37 33	19 35
Pictou Harbour	45 41 56 7	62 42 0	19 0
Pictou Academy	45 40 20	62 44 28	19 0
Cape Prospect, [extreme point]	44 26 38	63 46 39	16 10
Point Rose, [Malaguash Bay]	44 18 7	64 15 33	16 15W
Cape Lehave, [south point]	44 11 8	64 23 43 8	15 9
Lehave Rock	44 10 50	64 22 24 8	
Indian Island, [south point]	44 9 40	64 26 51	15 15
Metway Head, Metway Harbour	44 6 24	64 35 9	14 59
Liverpool, Lighthouse	44 1 52	64 40 49 8	14 43
Western Head, Liverpool Bay	43 59 13	64 42 34 8	14 43
Little Hope Island	43 48 34	64 49 48	14 1
Easternmost Rugged Island, south-east point	43 41 14	65 3 43 6	
Long projecting point between Rugged Island Harbour and Green Harbour	43 39 40	65 11 28 6	13 41
Shelburne Lighthouse	43 37 31	65 18 40 5	
Sandy Point, Shelburne Harbour	43 41 57	65 22 11	12 58
Cape Sable, south point	43 23 57	65 38 3	12 24
South Sea Island, south point	43 23 51	65 50 42	14 0
Ditto, north point	43 26 22	66 1 38	14 0
Sable Island, east end	43 59 15 7	59 48 17	
Ditto, west end	43 56 30	60 13 34	
Just-aux Corp Island, south point	45 58 19	61 37 51	20 40
Port Hood, Cape Linzee	45 59 31	61 36 15	21 14
Ship Harbour, Gut Canso	45 36 25	61 21 43	19 16
Cape Hinchinbroke, a small island off the Cape	45 34 29	60 42 36	20 11
Green Island, off Isle Madame	45 27 47	60 57 48	18 30
Cape Portland	45 47 57	60 7 36	
Louisburg, ruins of the old Lighthouse	45 53 31 5	59 59 48	
Cape Breton, extreme point	45 56 26	59 50 15	
Scattery Island, east point	46 1 19	59 43 29	
Cape Granby, extreme point	46 9 18	59 53 0	22 27
Cape North, north-east point, Breton Island	47 2 13	60 26 53	23 30
Bona Venture Island, north-west point	48 29 30 3	64 13 37 3	
Douglas Town, south end of the beach	48 46 33	64 25 18	20 40
Cape Gaspe, south-east point	48 45 14	64 13 38	21 33
Cape Tormentine, north-east point	46 7 38	63 51 41 7	
Point Escuminac, north-east point	47 5 1 8	64 53 30 3	
Point Miscou, north-east point	48 1 27	64 35 49 5	
Cape Traverse	46 13 37	63 42 47	
Prince Edward Island, west point	46 37 48	64 24 21 8	
Ditto, east point	46 27 36	62 0 8	21 0
Ditto, Cape North, north-east point	47 4 20	64 4 15 6	
Ditto, Cape Bear	46 0 2	62 29 57	
Paspebiac, south point of the beach	48 0 54 6	65 18 16 7	19 40
Anticosti, west point	49 52 29	64 36 54 9	22 55
Ditto, north point	49 57 38	64 15 1 4	
Ditto, east point	49 8 30	61 44 56 9	24 33
Mingan Harbour	50 17 35 4	64 5 32 7	
Ditto Island, east side	50 13 7 4	64 12 11	
Cape Rosier	48 50 41	64 15 24	
Point Des Monts, Lighthouse	49 19 32	67 24 49 5	
Ditto, extreme point	49 18 38	67 26 19 5	
Magdalen Island, north-east point	47 37 37	61 26 51	
Brion's Island, north-east point	47 48 8	- - -	
Entry Island, west south-west point	47 16 7	61 47 26	22 25
Bird Island, northernmost	47 50 28	61 12 53	
City of Quebec	- - -	71 16 25 5	12 54
St. Paul's Island	47 12 38	60 11 24	23 45
BAY OF FUNDY.			
St. John, N. B.	45 15 0	66 6 19	
Partridge Island, Lighthouse	45 13 36	- - -	
Beaver Harbour, south-west point of the entrance	45 3 12	66 47 28	
Navy Island, south-east point	45 2 24	67 5 47	
Bliss Island, south-west point, Etang Harbour	45 0 15	66 54 27	
Head Harbour Lighthouse, Campo Bello	44 56 50	66 56 58	
Grand Manan, north point	44 46 49	66 49 7	
Ditto, Swallow-tail point	44 44 54	66 47 21	
Ditto, White Head Island	44 36 59	66 45 4	
Brier's Island, Lighthouse	44 13 51	66 26 54	
Digby Lighthouse	44 40 25	65 50 15	
NEWFOUNDLAND.			
St. John's, Fort Townshend	47 33 33 8	52 45 10 7	
Cape Broyle, south point	47 2 19 8	52 55 33	
Cape Race	46 40 27	53 8 6	
Virgin Rocks	46 26 15 3	50 56 35	
Trespassy, Point Powles	46 43 11 8	53 27 0	
Placentia, Point Verde	47 13 51 1	54 6 16 7	
Blue Beach Point, Cape Chapeau Rouge, south 22, east one and a quarter miles	46 54 16	55 28 40 7	
Cape Raye, extreme point	47 36 49	59 21 0	
Port aux Basque, Road Island	47 34 11	59 10 39	24 2
BERMUDA.			
St. Catherine's Point	32 23 43	64 41 25 8	
Dock-Yard	32 19 1	64 54 18	
Wreck Hill	32 16 1	64 57 21	
Gibb's Hill, Flag Staff	32 14 18	64 55 12	
North Rock	32 29 26	64 50 18	

Hussar, at Bermuda, 15th May, 1830.

CHARLES OGLE,
Rear-Admiral and Commander-in-Chief.

* 3424533 v.2